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Hakone-machi completely demolished by the great earthquake in Idzu District.

Great cracks on the Ashino-ko, Hakone, produced by the great earthquake in Idzu District.

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IMPERIAL ART ACADEMY EXHIBITION

(1) "Taking a walk in the garden" by C. Enomoto. (2) "Lady Takeko Otani" by Shuho Yamakawa. (3) "A mountain Cottage in the evening" by Keichu Yamada. (4) "The morning dew" by Kashu Kikuchi. (5) "Clearing after snowing" by Shunsui Nagata. (6) "Hulling rice by a hand-mill" by Gyokudo Kawai.

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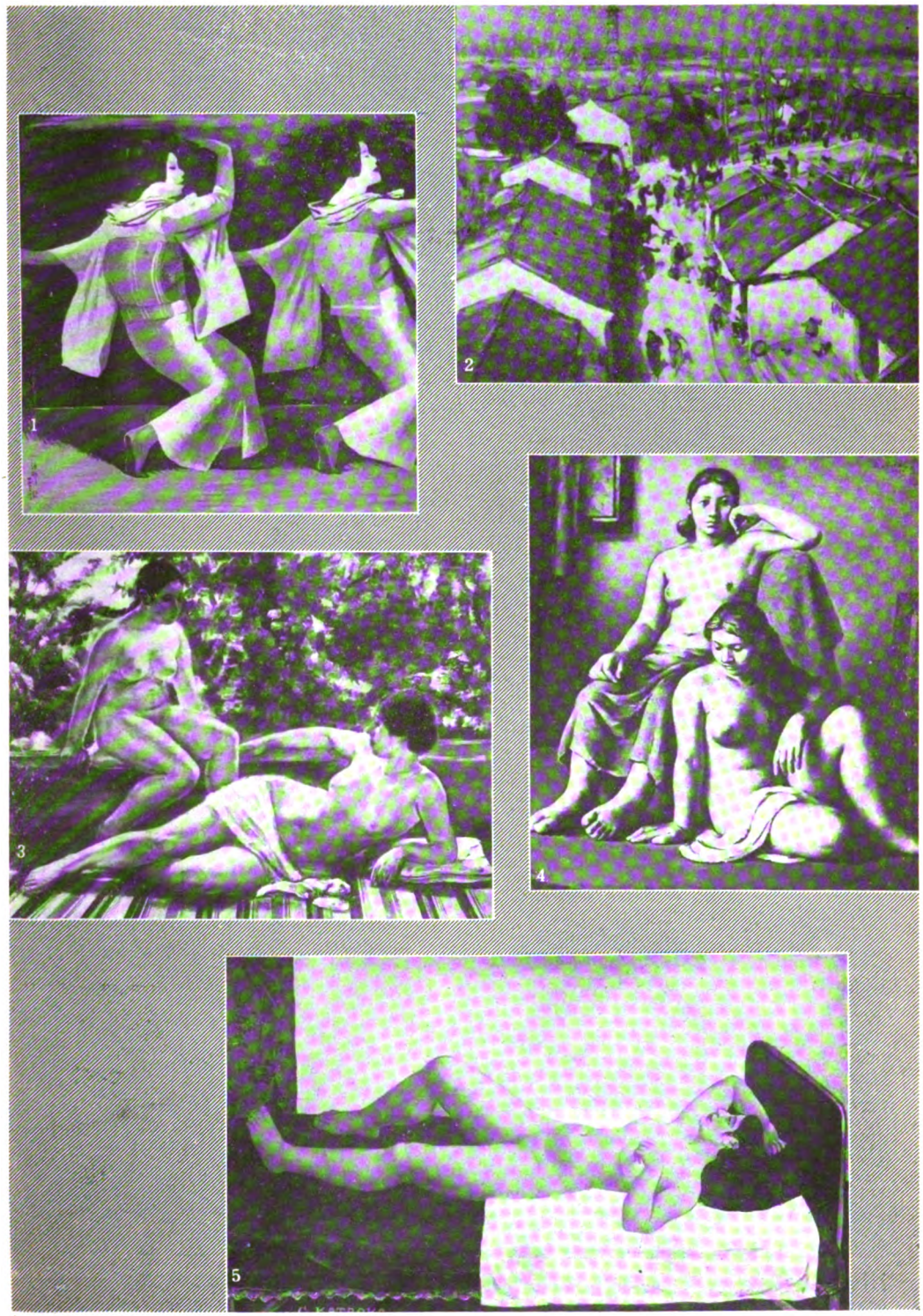

(1) "Dancing" by K. Ikebe. (2) "The Spring in Soshu" by T. Ishikawa. (3) "Midsummer" by T. Gondo. (4) "Two Women" by U. Ihara. (5) "A nude woman on her back" by G. Kataoka.

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(1) Screen in the Shoso-in treasury. (2) Goddess of Beauty, Yakushi-ji temple. Nara. (3) Psaltery in the Shoso-in treasury. (4) Detail of fig. 3. (5) Figure playing a kind of harp called *Kugo*. (6) Chin se Mirror, showing the design on the back. (7) Woven fabric tapestry with "Bowman and Hounds hunting Lions" in Persian & Coptic style. Now brought to the Tokyo Imperial Museum.

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A REPRESENTATIVE MONTHLY OF THINGS JAPANESE

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THE SHOSO-IN TREASURES AND THE GLORIES OF NARA ART

By NORITAKE TSUDA

WE are much more fortunate than preceding generations in having established many relationships between all the different nations not in the past. Today we have a common interest in learning, investigation, and in many other human affairs, helping one another more than ever.

Under such circumstances it is highly interesting to look backward along the path of human development, so that our mutual understanding may be made broader, deeper and more valuable.

I am to introduce to you the glorious art which bloomed at Nara in the 8th century.

Nara of that day presented an appearance very much resembling the great Chinese Capital, Chang-an. Indeed China was to Japan what Athens was to Rome. China was then an extremely rich and strong nation, and her capital was the very centre of all civilizations and culture under the sun. Therefore Persians, Armenians, and Indians all brought their religions, works of art and many kinds of merchandise to her capital. It was at this time that Nestorian Christianity was propagated into China. The people in the Capital were leading a very luxurious life. Even a petty house-maid wore silk. Japan sent envoys, priests and students to China to learn her culture. They brought home all the best of her culture and planted it at Nara. How bright and resplendent were its results may be gathered from the poem composed by a poet of the day.

"Bright and gay, Nara, the Capital, is now at its best like the cherry in full bloom!"

The most wonderful social aspect of the Nara period was the strong influence of Buddhism upon all affairs of state. Indeed Buddhism was most con-

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summately connected with the state in the first half of the 8th century. Every province had a provincial monastery to which each governor had to pay the highest respect as the centre of social life. Today there still remain many sites of those provincial monasteries, protected as historical monuments. In Nara, the Central temple was erected and dedicated to Buddha Lochana in 752, which is still standing, popularly known as Daibutsu or Great Buddha of Nara.

Its dedication ceremony was an epoch-making event in the history of Japanese Buddhism. The whole court attended the ceremony and thousands of priests in beautiful robes are said to have participated in it. The great Buddha was gilded and stood brilliantly in the centre. Golden and silk banners of gorgeous colours and beautiful designs were suspended in rows. Beautifully mounted manuscript copies of scripture were unrolled and read in rhythmical tone by hundreds of priests. All sorts of music and dances introduced from India, Annam, China, and Korea, were performed. It was indeed a highly international function.

The richness and splendor of the ceremony can be imagined from the relics of objects used on the occasion, still preserved in the *Shōsō-in* which we are now going to describe.

The *Shōsō-in* stands near the Daibutsu. It formerly belonged to the Tōdaiji, the national shrine of Japan. The origin of this treasure house is this; when the Emperor Shōmu died, in 756, many objects of artistic value, which had belonged to the Emperor were presented to this state shrine being listed in a catalogue which also remains to-day. Since then they have been stored in the same house down to the present day together with those objects used in ceremonies held in the temple.

This wonderful treasure house is a wooden building with a tiled roof. The floor of the entire building is supported by forty round pillars each 9 feet high. Therefore under the whole floor is a clear open air space through which anyone can pass. The walls are made of roughly hewn triangular beams of *hinoki* laid in " log-cabin " fashion. No mortar is used on either side. In a country like Japan where the degree of humidity is very high, wooden architecture like this is most preferable, because plain wood walls, floors, and pillars will absorb moisture readily, but it is rapidly dries up by the sunshine and dry air, which can enter and circulate very easily. Any how it is perfectly wonderful that this art repository with its original contents has been standing for eleven hundred and fifty years in the very same place from the beginning down to the present.

The collection in this treasure house contains about 3,000 art objects of the age. Various kinds of costumes,

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furnitures, pottery, wooden and leather boxes lacquered or inlaid with gold, silver, ivory or different coloured woods, masks, musical instruments, medicines, writing materials, written documents, manuscript-copies of Buddhist scriptures and many other things. Indeed a very extensive field of art and historical documents, all from the 8th century. The represent the best art of the East in the 8th century. In their decorative motives and workmanship, Byzantine, Persian and Indian influences can be recognized.

To exhibit them in a proper way a large museum building is required. At present they are crowded too much and visitors are obliged to see them under very limited conditions. There are a number of folding screens with beautiful pictures. There were originally one hundred screens which were said to have been set up by the roadside leading from the palace to the Tōdaiji temple on the occasion of the initiation ceremony of the Daibutsu.

Among others I would like to invite your special attention to the pictures of ladies under trees, painted on some of those screens. As you see in fig. I, their forms are delineated with fine lines. The curved thick eyebrows, full cheeks, deep red lips red marks between eyebrows or on both cheeks, graceful pose, soft and delicate feeling of hands, lovely expression of face, and graceful flow of the filmy drapery, are all characteristic features of beautiful womanhood as conceived by Chinese in the Tang Dynasty.

A similar type of beauty the same period is often met with upan fragments of paintings discovered in Central Asia and now scattered abroad. One fine specimen is in the British Museum.

Among mortuary clay figures recovered from Chinese tombs of the Tang Dynasty, are also found beauties of a similar type.

This representative type of Chinese beauty is shown in a more idealistic way by a picture of the Goddess of Beauty, preserved at Yakushi-ji at Nara. (fig. 2). Its posture and colour scheme are really marvellous, undoubtedly the best of the paintings produced in the Nara period. Indeed this picture of Yakushi-ji is a perfect idealization of the beauty conceived by the age.

In the treasure house are various kinds of musical instruments decorated with beautiful designs.

One of the most beautiful of these is a seven-stringed psaltery (fig. 3). The surface and back side are all lacquered black and inland with gold and silver plates cut into various shapes, figures, animals, flowers, birds and butterflies. These designs are first incrusted and then evenly polished off. The principal design is enclosed in the square at the upper part (fig. 4). In the enclosure,

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three saints are sitting under a large tree, each playing a different musical instrument. Flowers bloom on the ground and a large peacock spreads its plumage as though about to dance. From the upper corners two saints are coming down, each of them riding on a phoenix over the clouds to join the music party below. In the middle part under the strings is painted a long stream of water, symbolizing the melodious murmuring sound of a river. The back side is also decorated with fiowers, phoenixes, and two large dragons. But I would like to call attention more than anything else to the following inscription on the back.

"The sound of the psaltery washes away evil passions. The quietude of a righteous mind comes in and sublime feeling prevails.

Valgarity runs away, and capriciousness is here restricted. Joy and harmony in the righteous way, but not too much pleasure."

Here we see the Chinese attitude towards music and the beauty of Nature, which became the fountain head from which Japanese taste was derived later.

There is a musical instrument called Biwa made of sandal wood inlaid with mother-of-pearl representing vine scrolls on the back of the instrument. Among the scrolls stand two human-headed birds with wings outstretched and tails raised high. They are Buddhist sacred birds called Kalavinka in Sanscrit. The bird is known as the owner of the most sweet and sublime voice next to Buddha and lives in the snow capped mountains, the Himalayas of India.

There is an ivory plectrum of excellent workmanship. The sacred winged animals among the flowers and clouds are incised on red coloured grounds. One is stepping forward in a gallant way; another is just perching lightly on a flower like a bird with outstretched wings.

There is another musical instrument called the Biwa. The back of the istrument is made of sandal wood inlaid with Mother-of-pearl, the pollen of flowers being made of transparent tortoise shell, under which is applied a crimson colour which gives a beautiful effect through the shell.

An interesting picture of an elephant on which a party of musicians playing music is painted in colours on leather stretched on a Biwa.

There is another interesting picture representing several ladies; one of them is playing a Biwa on her knee. They also illustrate the costume of Chinese ladies in the 8th century. The picture is incised on the face of a flute called the Shakuhachi.

Here we have a lady playing a musical instrument called the Kugō, a kind of harp (fig. 5). The original is broken and this is a copy showing how it was played in the Nara period. This

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kind of harp was used very early in Egypt, Babylon, and Greece. Here you have a picture of a harp painted on a Greek vase.

Now let us see the beautiful mirrors preserved in the treasure house; they number more than fifty. All of them are extremely fascinating and deserve special attention. They are polished bronze mirrors, like Egyptian and Greek mirrors. Their forms are either disk or eight-petalled flower form, both to be held by cords attached to the knobs at the centre of the back. They are quite thick and heavy, the largest measuring about ten inches in diameter; and are kept in wooden cases beautifully lined with padded brocade.

The designs are directly applied to their backs after Chinese style, unlike those of Greek mirrors to which ornaments are applied mostly to their attachments like stands or covers.

The designs are composed mostly of animals, clouds, birds, flowers and landscapes, while Greek mirrors are supported on stands in the shape of statuettes, probably Aphrodite, and covers with the heads of divinities also like Aphrodite. Such is the remarkable difference between the subjects of designs in Greek and Japanese mirrors.

Speaking of the materials, gold and silver, mother-of-pearl, agate and other precious stones are profusely used. As to the technical processes, some designs are cast in the same mould; but others are finely incrusted on lacquer ground. A fine spirit of composition, the richness of colours and technical precision of designs are never be excelled by any mirrors of Greeks and Romans, or any later Japanese and Chinese mirrors.

Probably the most wonderful among the Shōsō-in treasures are the textile fabrics which are marvelously well preserved. Their designs, colours, and technical process are all exrremely interesting in the history of textile industry of the world.

In Japan from very early times men had knowledge about raising silkworms. It was, of course, much earlier than the time when Buddhism was introduced in the 6th century. There was established a bureau of weaving already in the middle of 7th century.

The Greeks and early Romans were not acquainted with silk. It is said Heliogabalus was the first Roman Emperor who wore garments entirely of silk. In the 6th century the Emperor Justinian imported the Oriental method of silk industry to Byzantium and made Constantinople the centre of silk supply for Europe. According to an old record in the 8th century there were certain Syrian silk merchants settled in Paris to promote their particular commerce. Thus silk was brought to Europe from the Orient.

It is extremely interesting that the fragments of those early silk textiles produced in the 6th, 7th and 8th

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centuries in Persia Byzantium and Northern Egypts, are closely associated with those textile fabrics preserved in the Shōsō-in, in their colours, designs and technical methods.

Here we have a beautiful brocade (fig. 7) with a design of Persian origin. It is composed of four lion-hunting exuestrians on winged horses, having a large tree in the centre, the intervals being filled in with stags and goats, all encased in a roundel studded with stars. Around each medalion there are splendid grape scrolls.

In the process of brocade weaving there were two different methods. In one process the design and ground are woven out with warp thread only and the weft does not show at all on the front surface of the brocade. And this process seems to have been the earlier method. The other process is of the style in which the designs are with the weft, similar to the modern brocade weave.

There is a beautiful light scarlet silk with a design composed of ducks, butterflies and scrolls. The principal design is made of two confronting ducks.

Here you have another beautiful silk with floral design in batik. The batik process was then called *rokechi*.

In this method, rokechi (the batik) the design is first put on with wax and the pattern is obtained by removing the wax afterwards. The peculiarity of this style of dyeing is in the very interesting markings in the design produced by natural cracks in the wax put on the silk, which take the dye, giving a touch of elegance.

There were two other process of dyeing, that is, Kyokechi and Kokechi. In the method of Kyokechi, the silk is clamped between two boards with a pierced design through which the dye is applied. When a symmetrical design is required the silk is folded double; when four symmetrical patterns are wanted it is quadrupled; and when the silk is required to have the same pattern scattered over it, it is folded as many times as required and clasped between boards tightly and dyed. One peculiarity of the products of this style is the blurred effect along the edges of the design, giving a gentle touch of refinement.

In the method called Kōkechi, that is, tie-dyeing, the silk is tied tightly with thread and dipped into the dye, the wrinkles in the gather causing the interesting gradation with the undyed parts held tight under the thread, giving a touch of neatness.

As to the variety of colours and their harmonious conbination, a marked development was made, using as many as seventeen different kinds of colours, All the colours used, are still wonderfully well preserved, resisting prolonged action of sun-light.

Speaking of designs, they are full of

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colours rich and bright, showing wonderful variety; and their composition is highly artistic as you may find in the treasury. All of them are beautiful enough to give pleasure to any one.

If we can measure human culture through the colours and designs applied to textile fabrics, the life of nobles in the 8th century was very high at least in its appearance. The unity and harmony in all varieties were leading principles throughout all the colours and designs.

As a whole the treasures of the *Shōsō-in* present the best of the fine artistic objects produced in Japan in the 8th century. If they were only imported objects they are not so wonderful. But most of them were surely made in Japan. To prove this there are lots of first hand documents in the museum. Japan was then very rich and qualified enough to imitate the flowery life of China. Thus Japanese could imitate Chinese culture to the fullest extent; and the treasures of the *Shōsō-in* most convincingly prove this fact.

What they imitated in the Nara period became the fountain-head out of which later Japanese civilization developed.

Mr. M. Nagai, ex-Japanese Ambassador to Belgium, nnd newly appointed Vice-Minister of Foreign Affairs, and Mrs. Nagai, at Tokyo Station, when they reached on Dec. 2nd

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THE IMMIGRAITON PROBLEM

By KAJU NAKAMURA, M.A., M.P.

Editor and Proprietor of The "Japanese Abroad"

Mr. Kaju Nakamura who had attended the International Commercial Conference of Members of National Assemblies held in Brussels from Sept. 9th this year was chosen as one of the member of the Committee on Immigration. In approving the resolution upon immigration at the second general meeting held on Sept. 9th, Mr. Nakamura delivered a speech which was respected by all the representatives at the conference and was reported in Belgian papers. We reprint a resumé of the speech in this number and the next.

IT is my great honour to have been given this opportunity to deliver a speech in the capacity of one of the Japanese delegates to this Conference.

First of all let me express our sincere thanks to Belgium and her people for their warm reception to and their coöperation with the delegates to this conference. As has already been repeated by many representatives of various countries, Brussels, the capital of a peaceful industrial country, is the most appropriate place for a world's conference dealing with matters concerning international coöperation in trade, communication, industry and immigration. I hope that the delegates from various countries will frankly set forth their opinions, discuss them with stern justice and bring them to proper conclusions so that we may apply them to our daily life at the earliest possible date.

The problem I wish to speak about on this occasion is concerning immigration. By "immigration" I mean "the movement of the people of one country into another to seek permanent stable homes by reason of density of population in their native country and difficulty of making a livelihood. In other words, "immigration" is nothing but the migration of people with the purpose of enjoying the right of living, which was given by God to every human being as he was born, in a more sparsely populated land where enough room is left for development, and to do so without disturbing other people or breaking the laws of the land. This is the most natural trend of the human world, righteous before the laws of God. It cannot and should not be spoken of in the same light as the policies which European powers carried on from the 16th century until only about twenty years ago and which were self-centered activities to gain supremacy among nations by adding new territories and new wealth forcibly taken from uncivilized natives, killing millions and plundering of them. But I have no time nor any wish to discuss past history in detail and I shall be

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contented by disclosing to you the present condition of Japan and requesting you to study and investigate the matter and endorse my appeal and coöperate with us to open a road which we may by right pursue as human beings.

Japan has a history of nearly 3000 years, ruled all the while by a line of emperors unbroken till to-day, which is one fact we can rightfully be proud of if we have nothing else to boast of. This constancy of ruling family is in itself a proof of the Japanese love of peace. There seems to have been in Japan only a small number of natives three thousand years ago, but to-day there are over sixty millions of people in Japan proper and twenty millions more in Formosa, Korea, Saghalien and Kwantung whom I shall leave out of consideration at present. The origin of the 60 million people in Japan proper was immigration, the Ainu coming from the northern Asiatic continent and other races coming across the seas and oceans from Korea, China, India, Siam, Malay and Burma, seeking a peaceful home.

According to recent theory there is a bit of Caucasian blood in the Japanese. One who comes to Japan and makes a close study of the race will readily find among the Japanese some individuals with fair complexion and high noses very similar to Caucasians, which attests the truth of the theory. In short, the Japanese are a mixed race of very many bloods, excellently welded anthropologically in the long run of time.

It is quite a natural sequence of events that this people to-day seeks a new place of better home after their land has become too crowded. At this point I wish to bring to your attention the fact that although the Japanese people originally had a progressive migratory spirit, their communication with abroad was prohibited by the Tokugawa Shogunate government for nearly 300 years from the later part of the 16th century. Without going into the discussion of the merits and demerits of this "closed door" policy of the government, I wish to tell you that during these 300 years the Japanese people enjoyed absolute peace and devoted themselves to arts, music, industrial arts and literature, trying to make an earthly paradise of their land. This is to say, the progressive mind of the nations was directed solely to cultural development and the spirit of love of the home-land was cultivated. While Japan was thus pursuing cultural life, all the European nations were greedily hunting for new lands and treasures. It was not until Commodore Perry knocked at the closed door of Japan that she knew there were powerful nations in the Western World, and probably the world also knew little of Japan prior to this historic event. In 1281, however, the

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100,000 army of the Great Kublai Kahn, emperor of China, came to subdue Japan, but were defeated in a battle and most of them perished in a great storm, only few returning to China to tell the story of the battle. Japan was introduced to the world as a country rich in gold, silver, jewelry and other treasures. It is said that Marco Polo came to the Orient to get the treasure of Japan and it is a well known fact that Japan was written as Cipango on the map of Cristopher Columbus in his significant voyage of 1492. There is no doubt that Columbus tried to reach Japan first in his voyage to the "Indies" in which he accidentally struck the coast of America.

It is true that Japan lost the opportunity to develope her powers overseas during the 300 years of "closed door" policy, but she must be thankful to the "closed" period if the peace, cultural development and absolute independence of Japan was possible because of the "closed door" policy.

Under the peaceful government of Tokugawa Shogunate which covered three centuries, all the tillable land was cultivated. At the end of this period our dream was broken and Occidental culture was imported through foreign instructors employed in Japan and native sons studied abroad, building the new Japan of to-day. In this respect we must be grateful to the Western countries.

(To be continued)

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TOYOHIKO KAGAWA

By T. KIMIOKA

NOTHING could witness more to the increasing influence of Christianity in Japan than the action of the former Mayor of Tokyo in appointing the distinguished Christian leader, Mr. T. Kagawa, a member of the Municipal Social Bureau. As everybody knows, Kagawa for some years has been before the nation's eye as one of the most prominent religious workers and social reformers; he has done more for the uplift of the toiling poor than any other one man in the country; and he has supported his work by being one of the most popular novelists. In three months some 200,000 copies of his famous work, Across the Death Line, were sold; he has written much else that is also in steady demand, and the prediction is five million copies of his works in the next two years, the proceeds to go to evangelism.

Kagawa's strength has been in his work amongst the poor, especially in the slums where the outcastes gather. For years he and his devoted wife have lived in the down-down purleus of Kobe, trying to keep multitudes above the death line. His labours extended far into the rural districts among the oppressed farming population, fleeced by avaricious landlords. His efficient organization of them in selfdefence against injustice created immense prejudice against him among capitalists and officialism generally. When a strike occurred Kagawa was at once in the midst of the fray; for a strike in Japan always means violence in some degree. But Kagawa never fomented strikes and positively hated violence; he always sought to lead the workers towords peace, as a mediator. Yet the authorities misunderstood his presence and sympathy amid the strife, and he was frequently arrested and thrown into prison.

But the high honours bestowed on Kagawa during his visit to England and America, even to conferring on him the degree of doctor by a great American university, caused Japanese officialdom to reconsider Kagawa's position and character, and to see in him something different from a socialist agitator. The nation soon began to think of him as a Christian, and to see in his religion the secret of his power over the masses. And the climax of favour is now reached by his appointment as a member of the Tokyo Social Bureau.

Kagawa's Task

Kagawa's new work is not new to him, for he has been at this sort of labour most of his life; but his position is no easy one to fill; for he will be

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exposed to the temptation to be diverted from his great Gospel campaign for a million souls, launched some time ago. The temptations under official auspices will prove far greater than they were under official opposition. When he was offered official recognition before, he declined it except as an adviser with no pecuniary considerations. But his consecrated life will doubtless enable him to live down any suspicion aroused by the acceptance of official favour and assistance.

Kagawa already has a thorough knowledge of the social needs of Japan's big capital. Although his main work has been in the Kobe slums, it will be remembered that the great earthquake of 1923 brought him promptly to Takyo to organize relief for the poor. His achievements in this direction were so remarkable as to impress not only the government but the whole nation, and official recognition could no longer be witheld. This he steadily resisted, declining all offers to be drawn away from his Kobe work. Now he will probably spend most of his time in the slums of the capital, but with official help.

Kagawa's Central Passion

The central passion of Kagawa's life is redemption, not merely the individual, but society itself. In the last three years more than 25,000 souls have become Christians under his influence. This passion for souls will not lessen in his social campaign in Tokyo. But he had already launched a campaign for a million souls. What is to become of these plans? All will be carried out as planned. While he was praying about how to divide his attention between evangelism and social work, a meeting with Dr. John R. Mott, adjusted the difficulty. He will now be relieved of having to provide funds for his social work and the evangelistic campaign too.

In his plans Kagawa does not concentrate on individuals; his method is to mobilize all the social forces, Christian, denominational, official, national, under the banner of Christ in the business of redemption from the sin that is the cause of all the evil. He does not believe that evil is from deity, but from man; if it were from deity it could not be eliminated; but, being of man, man can allow deity to take it away. But without the acquiesence of human will, evil cannot be removed. Kagawa realizes that heathenism simply means the worship of bad gods. When the worship of the good God begins, love replaces hate, and redemption follows; for man becomes like what he worships.

During his visit to Europe Kagawa was profoundly impressed by the history and work of the Huguenots in France: how they triumphed over persecution and helped to purify French society; and yet there were only a million souls.

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The fact fired his imagination with the thought that a million Christians would be an equal influence in Japan. So he returned home with the slogan "A Million Souls for Christ!" This million would become the central factor in the redemption of his country. At present there are not more than 300,000 members of the Christian church in Japan; and a large proportion of these are not communicants. There are some 400,000 members in Korea; so that the Christian forces of the whole Japanese empire do not number more than about 700,000. This is something, however, after some seventy years of missionary labour. It is the spirit of evangelism, for which Kagawa stands, that needs revival and cultivation. He contends that the Church is too formal and run too much on Confucian lines, creating a relation as between teacher and pupil, master and disciple; but what religion needs is loving rather than teaching, acting more than talking, as Jesus did. In fact Kagawa seeks to restore the *koinonia* of the early Church, at least in spirit.

What western people are, perhaps, less familiar with is Kagawa's place as a poet of the new Japan. We have seen that as a writer of fiction Kagawa, has long taken firsn rank; his works have a wider sale than those of any other author, simply because they are imbued with a more exalted and exalting spirit than is felt in other writers, while no less adequate in artistic treatment of life, the proper theme of literature. Kagawa's writings are charged with a lofty faith in humanity inbreathed by the spirit of God, which no other Japanese writer has yet so effectively approached.

Is not this fact enough to suggest that what literature in all lands still expectantly awaits is the author sufficiently imbued with the soul of art to make a universal appeal to the better side of man's nature? Eventually the best seller will prove to be the best inspirer of higher and happier ideals. Such at least is Kagawa's experience. but that a country still in need of foreign missionaries should gladly extend such welcome to a distinguished Christian poet of their own race is significant of that openmindedness that has made Japan ready to receive all that she believes of good report, and beneficial to her people. Surely this spirit alone should do something to allay the spirit of distrust that so often prejudices occidental opinion against Japan.

Kagawa's poetry is no less inspired by enobling ideals than are his novels. Most of his verse is an impassioned pean of the new day of which the Japanese prophet sees the dawn, a new day for Japan and for the world. What if Japan may yet prove to be the leader in heralding the new day of Christ, of which Kagawa sings! It will be sufficient to exemplify the spirit and style

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of his best verse if we give a translation, though very inadequate, of an ode now finding universal favour among his countrymen. The crisp atmosphere and graceful phrasing of the original is, to a large extent, dissipated in translation, but enough of the meaning survives to give some indication of the poet's manner and character.

The New Day

By T. Kagawa

A new day has come,
A new day:
The buds are swelling,
Fresh leaves are bursting,
And from the brown clay
Green plants are sprouting.
Larks their nests are building;
Chicks from their eggs
All now are creeping;
Young birds this day
All now are waiting,
When on new wings
They'll fly away.
A new day has come,
A new day:
Its dawn is breaking:
Aurora, shaking,
Shoots golden light
From Heaven's gates.

The day of God is come;
The day of God
That none expected
Is now at hand.
On that great day
The League of Nations
And the Anti-war Pact
Both lose their lustre;
For only Love's
Eternal truth
Can crowned be
With God's glory.
Again the lame walk,
And, too, the blind see;
And the desert is green
With ferns and reeds.
The divine wave-length
Man now has found,
And without wires,
Enjoys mysterious speech.
In this day of God,
This new day,
All men shall live
In mutual love
And the vision of God,
Without toil and labour.

As the lowly grub
Soon turns to beauty,
So my caterpillar soul
Emerges fair,
A new creature
Of potency divine.
Caterpillar capitalism,
And maggot communism
God's day purges
Of Sin and shame;
For the cleansing fire
Of God's new day
Shall consume all evil,
Till the Love of God
In common beauty
Regenerates the world,
To welcome Jesus,
The Church's Bridegroom!

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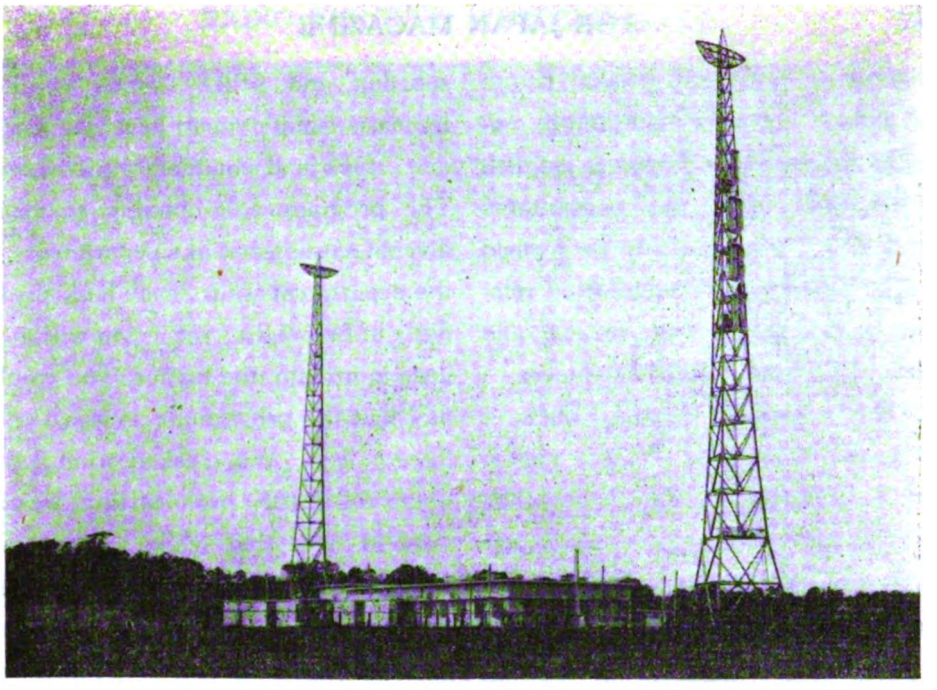

J. O. B. K. Station at Senri

RADIO THROUGH WESTERN JAPAN

By K. HIROYE

Managing Director of the Kwansai Branch of the Broadcasting Corporation of Japan

JOBK like JOAK forms one of the two main stations in the network of Japan. As JOAK makes Tokyo, the Capital, and the political and scientific centre of Japan, its basis of operations, so JOBK makes Osaka, a big city, and the historical, geographical, traffic and economic centre of Japan, its main fortress. Osaka is near Kyoto, the old Capital and the city of romance, located 20 miles to the worth-west, and is adjacent to Kobe, one of the greatest ports of Japan, situated 20 miles further west. There are thus three of the six largest cities of Japan standing in close proximity with Osaka in the centre. These geographical relations seem to have divided the civilization of Japan into that of Kwanto with Tokyo in the centre, and the civilization of Kwansai with Osaka in the centre, each with its peculiar characteristics.

JOBK is located in the heart of Kwansai, and is destined to advance as one of the largest centres of Japanese

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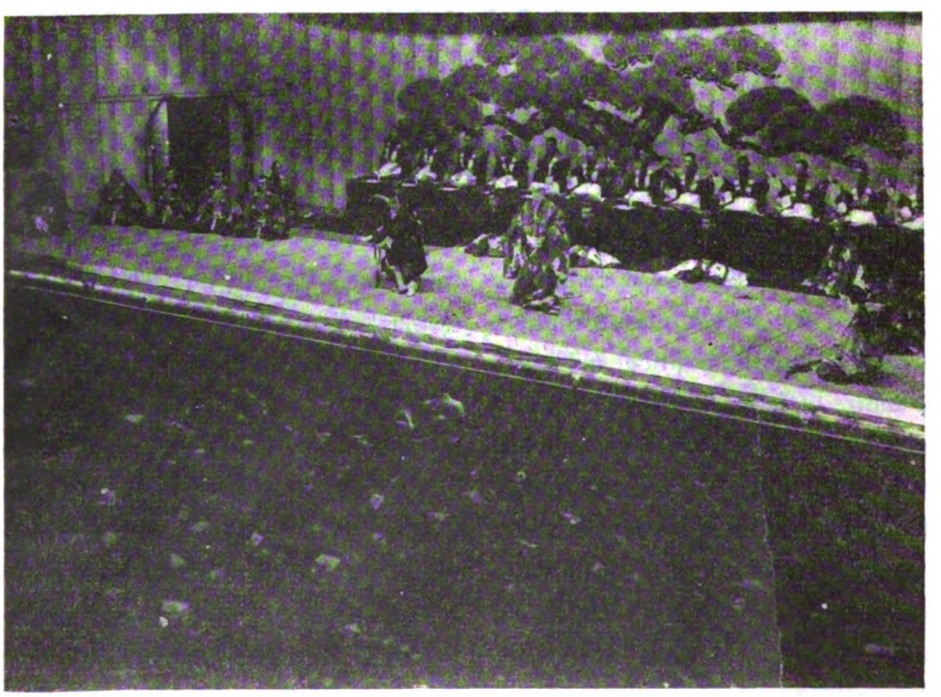
civilization. The trio, Osaka, Kyoto and Kobe, each with its different municipal characteristic features, is much complicated. This has necessitated the JOBK programmes to be formed with as delicate and complicated relations and changes, both vertical and horizontal, to meet these differences.

JOBK broadcasts daily for about 7 hours and 50 munutes. This is a short time; yet it contains Radio gymnastic exercise, news items, music, plays, performances, lectures by notables and scholars, boys' and girls' hour, courses of manual art for housewives, preaching by religious men, a foreign lauguage course, relays of actual scenes of different sorts of annual or regular sporting and other events, weather forecasts, employment news, time signals, stock and commodity prices, etc. The programme containing so many diversified subjects, like departments in the department store, may look disorderly at first sight; yet if you will go a little more into the matter, you would find that this programme is based on a fixed policy. When asked what is the object of JOBK broadcasting, we answer at once that while we, like all other broadcasting stations in Japan, are furnishing fresh recreation, and general news and making different systematic or industrial educational broadcasting, we claim as a special feature of JOBK the fact that Radio



Broadcasting the *Kanjin-cho* by Mr. Ganjiro Nakamura and his company at the Shochiku cheatre, Kobe

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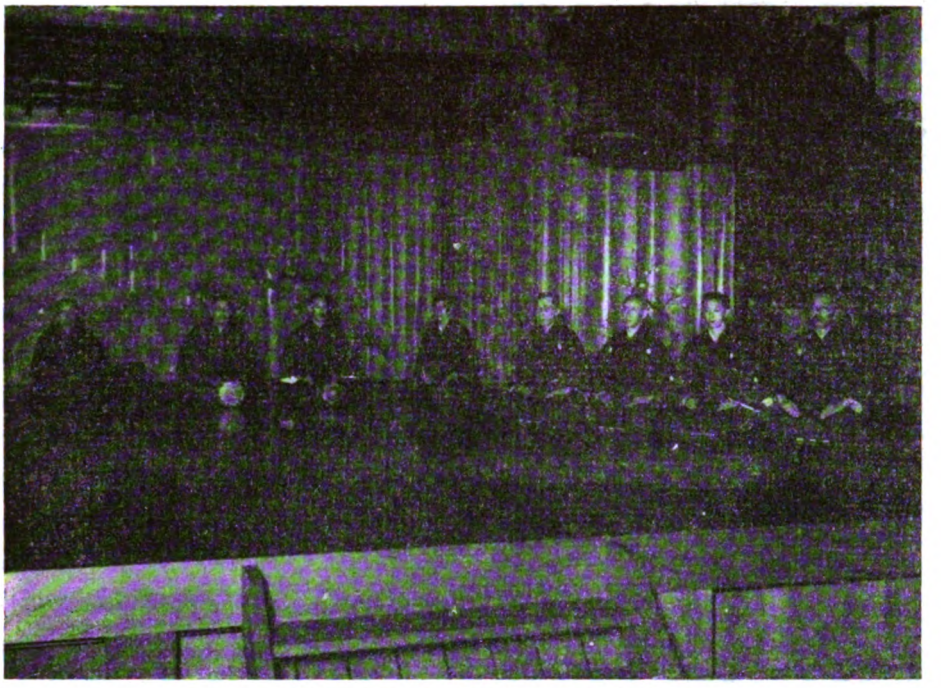

Broadcasting the *Hagoromo*, a *no* recitation

has been made use of more actively and usefully for social and national purposes. Let us mention the number of our broadcasts and the time taken for broadcasting these subjects for a year as follows :—

	Yearly Number	Time Taken for a Year
Broadcasts regarding news	9,698	1,064 hours 27 minutes
„ „ eduction	1,608	668 „ 8 „
Broadcasts for children	1,015	323 „ 45 „
„ regarding recreations	1,675	762 „ 45 „
Total	13,995	2,819 „ 5 „

The fact that the broadcasts of recreations (including music, plays and all other performances), which may be the main object of general Radio fans, have been only 27 per cent. of the total, when measured by time. This was unavoidable as a result of general information not being treated lightly. At the same time the fact must not be overlooked that these recreation broadcasts were filtered and chosen with careful consideration given to music, plays and other performances as means of sentimental education to the popu-

lace. JOBK made a promise to the listeners, for instance, to get Mr. Leo Sirota, a pianist under Busoni who was on a visit to this country, playing thirty-two pieces of piano sonata of Beethoven in chronological order for one year commencing March 26th, 1930, Beethoven's commemoration day,

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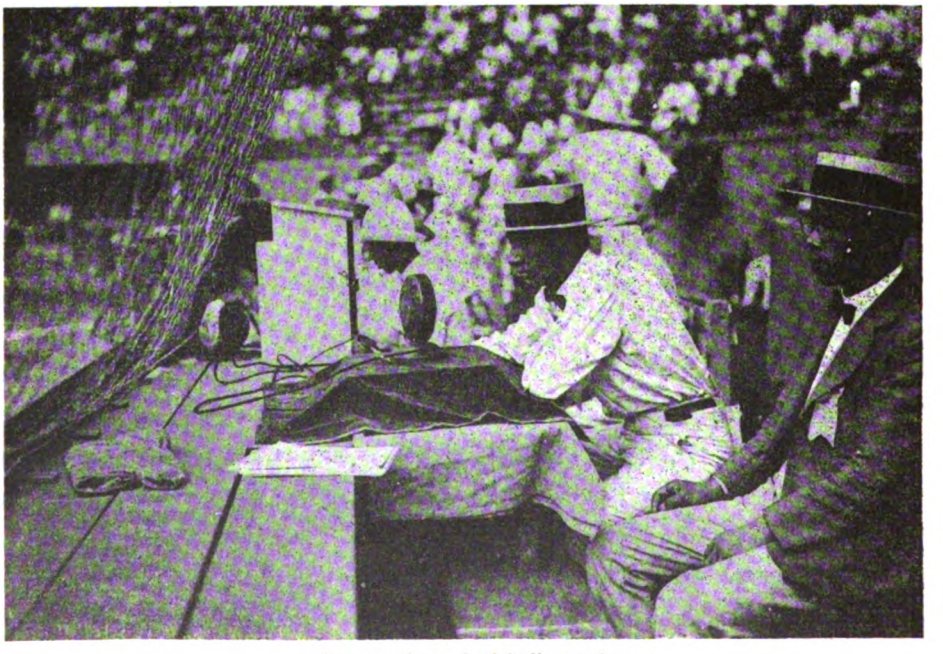
and ending March 26th, 1931 ; and the promise has been carrid out. This is a broadcasting attempt nearly without an example in Japan. In Japan, foreign music has been much popularized of late, when every middle class family has given lessons on piano to their daughters. But Beethoven's piano sonata, which can be listened in Japan, are only the "Moonlight," "Appassionata" and three or four pieces to be found either among records or in concert. JOBK's regular broadcasting of his many works as above mentioned may hope to introduce Beethoven to Japanese foreign music lovers how great he was as a composer.

Let us point out what figured most in the rich records of JOBK broadcasts in the past three years, and make brief remarks of them!

The greatest of the records was that on the occasion of the grand enthronization of H.I.M. the Emperor, held in Kyoto, which is legally fixed for the place of Imperial enthronization, with unequally solemn and impressive rites, in November, 1928, JOBK served to diffuse by relay the particulars of the chief rites and to broadcast special news of them for about one month to the whole nation. Especially, on the Coronation Day, November 10th. JOBK most successfully relayed *Banzai* cheers by Prime Minister, Baron Tanaka, and all others in attendance at the ceremony ; and listening to them, the whole nation shouted *Banzai* in chorus, presenting an unprecedented historical event. Then, in June, 1929,



Announcing a baseball match

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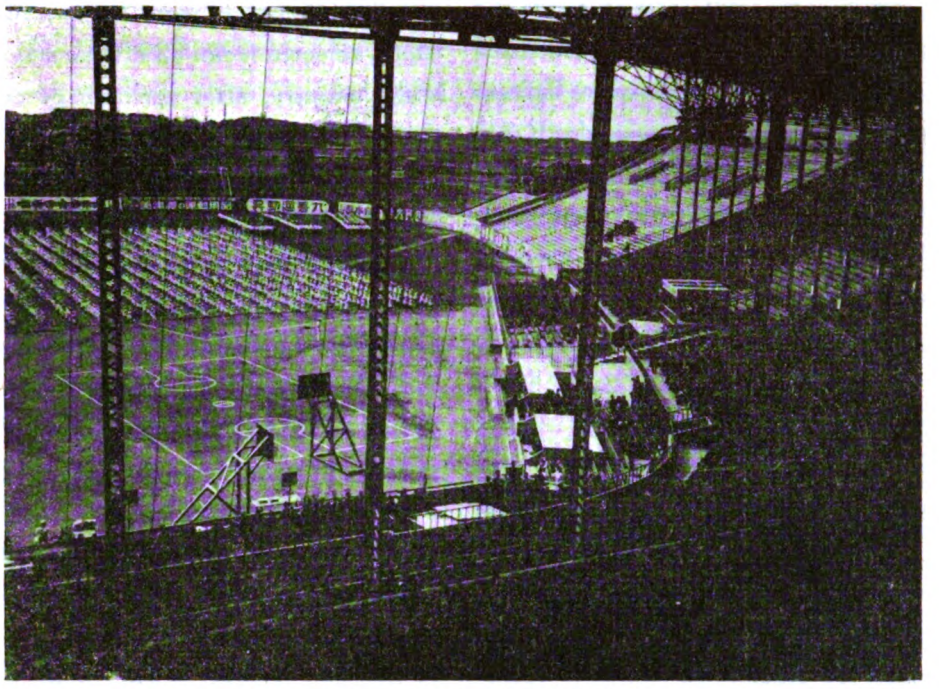

Radio gymnastics at Koshiyen

when H.I.M. the Emperor first visited Osaka after the enthronization, JOBK had again the honour of broadcasting details of it. In Japan, where Sovereign and people are quite at one and in harmony, information of such great national rites and the Imperial visit in detail to the whole people, was received with the utmost reverence and the greatest rejoicing. Another most honourable and memorable record of broadcasting privileged to JOBK was that when the grand Naval review was held by H.I.M. the Emperor off the coast of Kobe on October 26th, 1930 with 164 warships and 74 seaplanes of the Imperial Navy, JOBK broadcasted by special permission scenes of the Imperial review through a microphone set on board the *Kirishima*, which had His Majesty on board, while she was proceeding along the lines of the fleet. The fact that broadcasting from the warship with His Majesty on board was permitted must be said to be a record adding great brilliancy to the history of radio broadcasting of Japan. In the Special Military Maneuvers held in November, 1930 in Hiroshima and Okayama Prefectures, JOBK served as the chief station for broadcasting the scenes by relay to the whole country. Again looking back over the past, when in July, 1928, a military air defence manoeuver was held in Osaka, JOBK not only broadcasted it, but took an active part in the controlling of lighting in the city, conducted against the ima-

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ginary enemy, attacking it from the air, and the scenes were broadcasted by the announcer in a captive balloon 1,200 metres above the ground. JOBK made thus several new broadcasting records of important national service.

The broadcasting of sports by relay has become a fashion in this country. In this, too, JOBK took the initiative,

Broadcasting the air defence practice in Osaka

when it broadcasted for nine days by wireless relay the baseball matches of middle schools, held under the auspices of the *Osaka Asashi* in August, 1927 on the Koshiyen Ground, which is situated between Osaka and Kobe, and is the biggest ground in the Orient, capable of accommodating more than 80,000 spectators. This tournament was held between over ten winning teams, selected from all middle scholls in the country, after preliminary contests. The teams are not so strong as the college teams; yet the spirit of the players and the enthusiasm of the spectators shown in the games are said to be unique in the world. Every league day the stands are filled to capacity. The present fashionable broadcasting of sports in this country originated in this famous tournament broadcasting by JOBK.

Radio gynmastics are broadcasted each morning to the whole country alternately by relay by JOAK and JOBK, but it was JOBK that first started it.

Further, JOBK has relayed plays from theatres for the past two years as broadcasts in the scope of recreation broadcasting. This is special to JOBK, and has been received with much enthusiasm by the play fans. The chief broadcasts in the past were classical plays by Ganjiro Nakamura and Koshiro Matsumoto and other great actors at the Naka-za, the greatest theatre in Osaka; at the Minami-za, the largest theatre in Kyoto, and at the Shochiku-gekijo, the biggest theatre in Kobe, *ningyo-joruri* (puppet-plays) at the Bunraku-za, Osaka, a purely Japanese typical classical art, accompanied with *gidayu* (ballad-drama) and the only one to be seen in Osaka, in which it originated, and not elsewhere in

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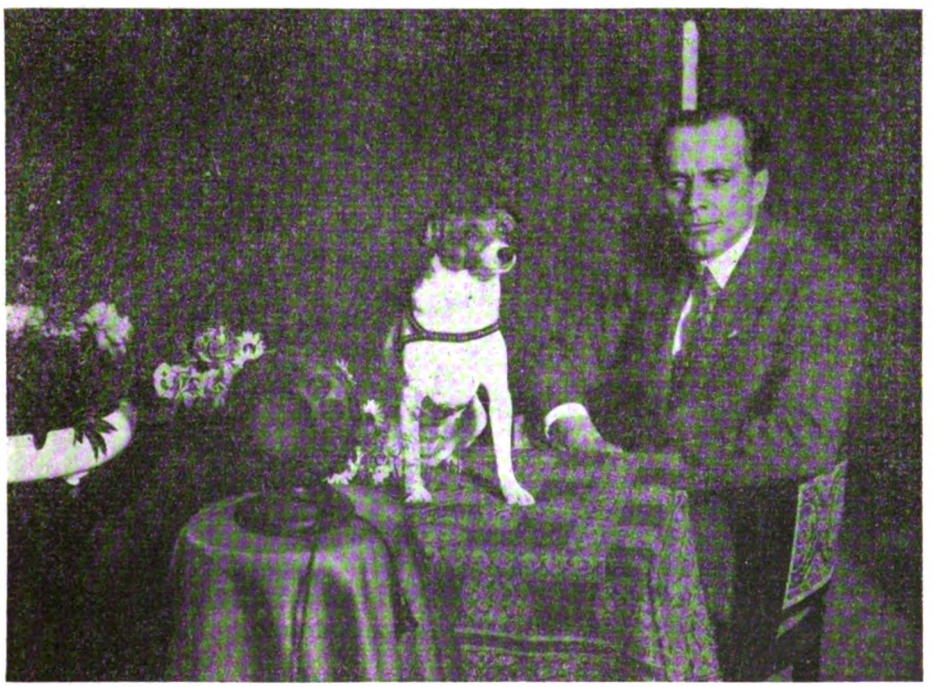
Japan; *no*,—another typical classical art, at the Osaka Nogakudo, and operas, orchestras, band concerts, etc. at the Osaka Central Hall, the Osaka Municipal Band-Stand, the Asahi Hall, etc. The relaying has been made by wire, and at times the temporary line of wire to the studio reached 48 kilometres.

JOBK always wishes freshness in broadcasting, and never forgets keeping itself in close touch with the world of to-day.

JOBK has also not slighted broadcasting Buddhist rituals, which have been relayed from the two Hongwan-ji Temples.

As broadcasts of international importance, treated by JOBK, its listeners were satisfied by the very good sensitiveness of its machine in receiving wireless news of details of the openeing ceremony of the London Conference in the Royal Gallery on January 21st, 1930, and it was followed by the relaying of Mr. Wakatsuki's speech to the Japanese nation from Dorchester on February 9th. We, in commemoration of this epoch-making broadcasting, asked our subscribing listeners to write us as to how they had been impressed by it, and there were soon about 650 letters before us from them, expressive of their burning emotion. Later, when Mr. Wakatsuki reached Kobe on June 17th on his way back to Tokyo after fulfilling his great mission, JOBK broadcasted from the wharf the scene of his welcome by the people, and was



Rear-admiral Nobile speaking through the microphone of J. O. B. K.

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given the privilege of broadcasting his first speech to the nation from the ship. The international exchange of speeches made in commemoration of the successful conclusion of the London Conference by the President of the U. S. A. and the British and Japanese Prime Ministers on October 27th, and their broadcasting by relay by JOBK may be considered as more strengthening the national impression received from the past international broadcasts.

Before the microphone of JOBK stood many foreigners of international fame such as the missing Amundsen hero in the air, Rear-Admiral Nobile who came to Japan, accompanied by his pet dog, Mr. Macdonald Jr., Dr. Stahl, Miss Tolstoi daughter of Tolstoi and Mr. Cochet King of Tennis, all of whom spoke to the Japanese people different impressions they received in this country and made to them interesting and striking speeches.

JOBK, which is the main broadcasting station in western Japan, holding an important position in relation to the civilization of Japan, is proceeding with objects more and more fresh and more and more steady.

The " Toshi-no-ichi " for New Year Celebration

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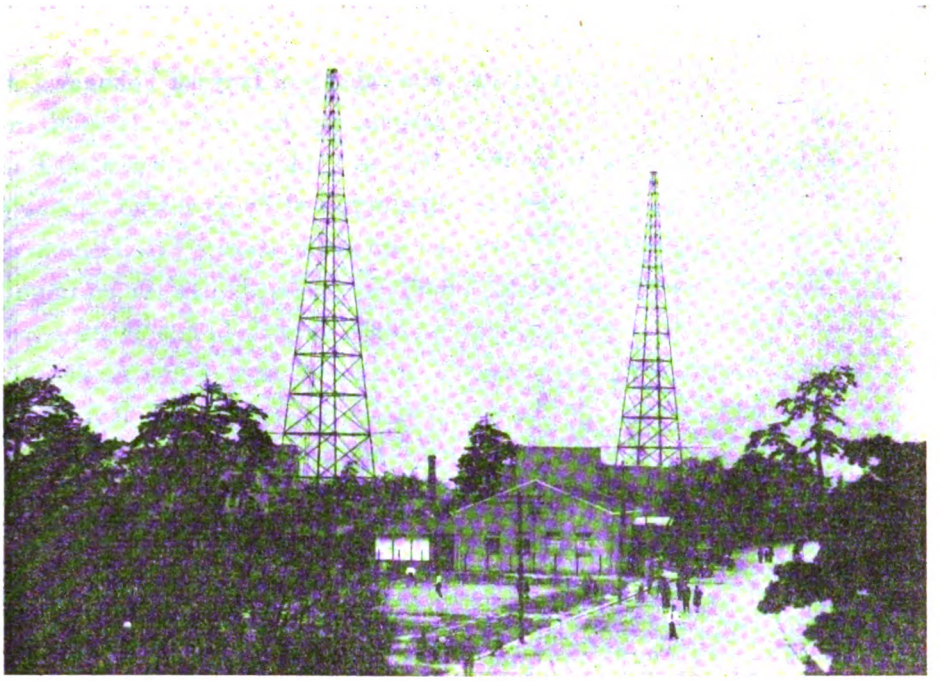

J. O. C. K. Studio in the Compounds of the Nagoya Castle

NAGOYA CENTRAL BROADNASTING STATION

By K. NAKABAYASHI

Managing Director of the Tokai Branch of the Broadcasting Corporation of Japan

WHEN the long passive winter life is over the gentle Spring Goddess sends to Japan,—a classical country, warm air and beautiful cherry blossoms. Japan dressed with cherry blossoms,—the symbol of *Bushido*, in the mild, cheerful spring, is a country quite like a dream of romance. About this time many ships come in rapid succession across the Pacific or the Indian Ocean over thousands of miles, bringing into Yokohama or Kobe smart foreign sightseers in hundreds or thousands. These foreign guests visit the spring of Japan in the west and east with Tokyo and Kyoto in the centre, forming streams of exotic tastes and styles. These persons approaching Nagoya, the largest centre of Central Japan, by up trains on the Tokaido line, will perhaps see and point to a wonderful great old castle with Golden Dolphins on the roof, glittering in the sunlight. This is Nagoya Castle, one of the most famous old castles in Japan. JOCK, or the Nagoya Central Broadcasting

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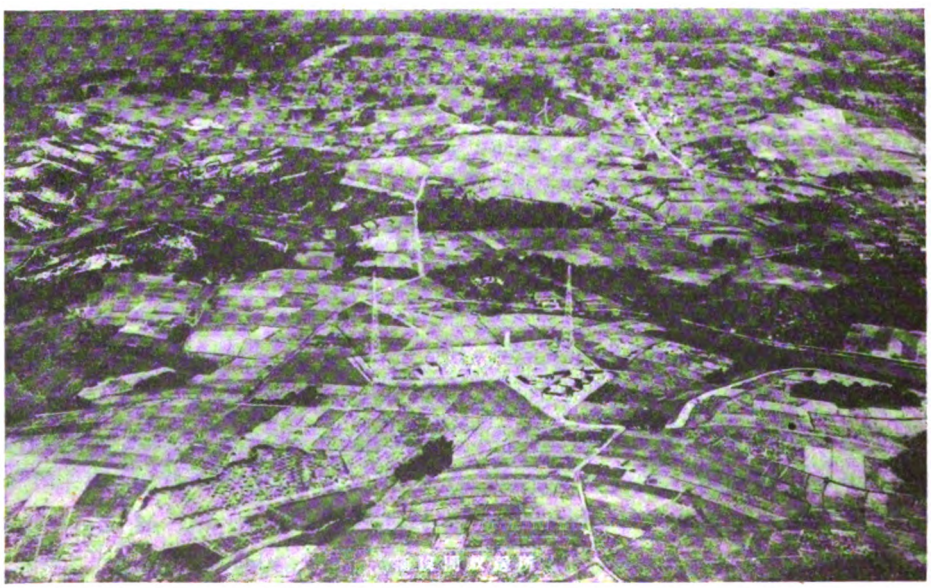
Station is situated in a corner of its compound.

Nagoya and its environs were the centre of contention for supreme power over the country in the history of Japan from the end of the middle ages to the beginning of tbe modern age, and were the cradle of Nobunaga Oda (1534-1582), Hideyoshi Toyotomi (1536-1598) and Iyeyasu Tokugawa (1542-1616), the three representative lords of the time. Each of them strongly built his footing in this place, and then advanced to Kyoto (then the capital of Japan) or to Yedo (now Tokyo), where he dominated the country. So, there are many historical relics of those days in Nagoya and its environs. The old Nagoya Castle, which stands magnificiently at the back of JOCK, was built by twenty-one daimyo of Iyeyasu Tokugawa, the *shogun*, by his order. It took from 1610 to 1614 for completion, and was first occupied by Yoshinao, the beloved son of the *shogun*. Its *Honmaru* is still retained and used as an Imperial detached palace. In one of the corners of the compounds of this castle stands JOCK with its studio, 1 KW. broadcasting station and office.

Let me give briefly the history of JOCK. On January 10th, 1925, the Nagoya Broadcasting Corporation was established as a juridical association, and it started broadcasting on July 15th, 1925, the call sign being JOCK, the electric power 1 KW, the wave length 360 metres and the frequency 810 cycle. On August 20th, 1926; it and other broadcasting corporations in Japan were combined into the present



J. O. C. K. Station at Okehazama

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The Nagoya Castle

Broadcasting Corporation of Japan, and it was re-named the Nagoya Central Broadcasting Station. Later, its wave length was made 370 metres.

On November 5th, 1928, the occasion of the Imperial Enthronization, broadcasting from Tokyo to the whole country was first started by relay.

On June 15th, 1929 the Kanazawa Broadcasting Station was established under the control of JOCK, and commenced broadcasting on April 15th, 1930, the call sign being JOJK, the electric power 3 KW., the wave length 423 metres and the frequency 710 kilo-cycle, relaying chiefly the programs of JOCK. On December 27th, 1929 JOCK additionally erected a 10 KW. broadcasting station at Okehazama, the wave length being 370 metres and the frequency 810 kilo-cycle.

This new station is situated at Okehazama about 15 kilo-metres to the south-east of Nagoya. This place is historically famous as a battle field between Nobunaga Oda and Yoshimoto Imagawa in 1560, when the former with only 3,000 men attcaked the latter with 45,000 men, and defeated him. This station stands on a hill and commands a fine view of the neighbourhood.

The sphere of JOCK is limited to six prefectures in Central Japan. On October 31st, 1930 its subscribing listeners numbered 76,058, of whom 30,330, or 39.8 per cent. were in Nagoya. The following table denotes the number of subscribing listeners of JOCK since 1927 :—

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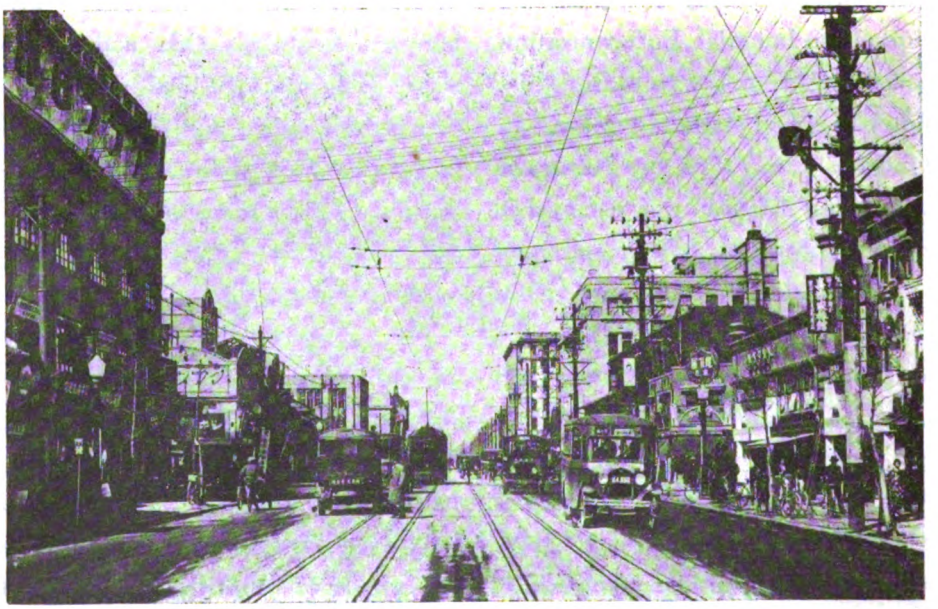
Date	Total Number of Subscribing Listeners.	Number of Subscribing Listeners in Nagoya.	Proportion. Per Cent.
March 31, 1927	46,584	26,790	57.5
„ „ 1928	47,085	25,031	53.2
„ „ 1929	50,422	25,041	49.7
„ „ 1930	60,121	26,897	44.7

From the above table, it may be noted that before the starting of 10 KW. broadcasting and of service by the Kanazawa Broadcasting Station, the number of subscribing listeners increased but slowly. A few years after now a few relay stations are to be established within the jurisdiction of JOCK, and then the subscribing listeners will increase much more.

As visitors to Nagoya may be aware, it was founded as a military city in the feudal days, but to-day it stands as a new commercial and industrial city with remarkable development. It has a population of about 1,000,000, in which respect and in its economical capacity and in its expansion, it stands third among the cities in Japan, following Tokyo and Osaka. It is growing in activity and importance. In spiritual civilization, however, it seem not to be of the same capacity and freshness as in economic civilization, compared with other cities. This makes the mission of JOCK all the more important in this direction than in other phases of human life.

JOCK, or the Tokai Branch of the Broadcasting Corporation of Japan has 19 Directors, consisting of Mr. K. Kamino, the Chairman of the Board of Directors, Mr. K. Nakabayashi, Managing Director, Mr. J. Ito, Mr. D. Ishiguro, Mr. Y. Hattori, Mr. J. Tomita, Mr. K. Toyama, Mr. U. Oshima, Mr. S. Okaya, Mr. K. Kato, Mr. T. Kadohno, Mr. S. Taki, Mr. T. Nakajima, Mr. J. Murase, Mr. S. Nonomura, Mr. K. Matsubara, Mr. S. Fukada, Mr. K. Aoki, and I. Mori, Messrs. S. Taki and K. Aoki being also directors of the headquarters of the corporation.



The main street of Nagoya

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PRESENT AND FUTURE OF CIVILIAN AVIATION IN JAPAN

By Director M. TOGAWA

(The Air Bureau)

CIVILIAN aviation in Japan has a much shorter in history than that in the chief European and American countries, and there is, therefore, but a little to note in particular about it in the past. It may be said however, very briefly that from 1900 to 1912 aviation in Japan was still in the experimental stages, and it was at the beginning of the Taisho era (1913) that civilian aviation began to bud. It was about this time that a Japanese civilian aviator, fresh from the United States, flying in and about Osaka, crashed and was killed; and the Japan Aviation Association was founded as predecessor to the present Imperial Aeronautic Association. Then, military aviation was alone active.

The outbreak of the World War in 1914 gave great stimulus to civilian aviation in Japan. Soon, an aerial meet was held at Naruo, Osaka by the Imperial Aeronautic Society, and some foreign aviators came one after another, exhibiting to the Japanese looping-the-loop and other aerial feats. Following this, a Japanese aviator looped the loop for the first time among his country men. The Imperial Aeronautic Society took a positive policy in appreciation of popular opinion, and in the autumn of 1919, it announced the first aerial postal service plan in Japan, between Tokyo and Osaka. But its realization was put off by the rough weather, to October 22nd, when the first mail-plane flew, taking 6 hours and 40 minutes between Tokyo and Osaka, and return. The Communications Department celebrated it by issuing commemoration postage stamps.

Later, in various circumstances, civilian aviation in Japan was once retarded progress. In 1919 the Air Bureau was established, and in 1921 the Law for Controlling Aviation was promulgated, fixing the classification of aviators. This arrangement for the fostering and controlling of civilian aviation promoted a revival. In the autumn of the same year the Imperial Aeronautical Association again planned an aerial postal service between Tokyo and Morioka, and between Kanazawa and Hiroshima; and it was carried out with fair success.

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These things gave an impetus to civilian aviation, and commercial aviation had germination. In June, 1922 Mr. Inoeye started the Japan Air Transport Research Institute on the sea-coast of Sakai near Osaka, and inaugurated the first regular air transport business in Japan, the service being semi-weekly between Osaka, Takamatsu and Tokushima.

In November the same year, the Imperial Aeronautical Association, to keep abreast of the times, arranged an aerial post service for about a week between Tokyo and Osaka. The Air Bureau offered prizes for designs for improving the *chassis*. At the end of the year there were 16 first class aviators and 56 second class and other aviators, the number of aeroplanes reaching 31. The Tokyo Imperial University's Aviation Research Institute was completely equipped, and facilities were completed and in good order, both official and private.

In January, 1923 the *Asahi*, one of the leading papers in Japan, started a regular air transport service between Tokyo and Osaka, and in July the same year Mr. Kawanishi that between Osaka and Beppu. The Japan Air Transport Research Institute reaped very satisfactory results from its regular service between Osaka, Takamatsu and Tokushima.

Soon afterwards the severe earthquake occurred in the Kwanto District, destroying completely all the means of traffic and communications between Tokyo and other places. At this moment the aeroplanes participated very actively in the relief of the sufferers, displaying quite satisfactorily their usefulness in such an emergency.

In 1925, despite this disasterous event happening only two years before, the *Kokumin*, another big paper, held the first aviation pageant in Japan, and an aerial postal service was opened on the Tokyo-Osaka line of the *Asahi*, on the Osaka-Fukuoka line of the Japan Aviation Company, and on the Osaka-Takamatsu-Imaharu line of the Japan Air Transport Research Institute. In July the same year the *Asahi* understook the epoch-making enterprise of flying from Japan to Europe. Two aeroplanes left Tokyo and reached Rome in October, through Berlin and Paris. The enterprise came off very successfully. In 1926 the East-West Regular Aviation Society, under the name of which the same paper carried on its aerial transport business, commenced a regular service between Tokyo and Sendai.

At that time there were the following regular air transport services in Japan :—

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Owner.	Route.	Length of the Route Kilometres.	Number of Trips.
East-West Regular Aviation Society	Tokyo-Osaka	425	About three trips a week.
East-West Regular Aviation Society	Tokyo-Sendai	320	One trip a week
Japan Aviation Co. Ltd.	Osaka-Fukuoka	490	One trip a week
Japan Air Transport Research Institute ...	Sakai-Imaharu-Oita	405	About three trips a week.

In the present Showa era (after 1927) civilian aviation in Japan has undergone more improvements. In the Kwanto District a grand meet of civilian aviators was held, and in the Kwansai District the regular air transport services more developed. On June 1st, 1927 the Aviation Law was put in operation.

Previously, a proposal had been made by the Imperial Aeronautic Society to plan a trans-Pacific flight in Japan, stimulated by Lindberg's trans-Atlantic flight, and the construction of a flying machine for use in it had been begun, but the machine, when made, was found defective on some points, and the project was given up temporarily.

In the meantime, the Japan Air Transport Company, Ltd. had been established with a capital of 10,000,000 yen by private capitalists through the good offices of the Communications Department, solving the long standing question. This company inaugurated a regular service between Tokyo and Fukuoka in April, 1929, and then in July the same year the line was extended to Dairen through Korea, carrying passengers, merchandise and mail matter.

The present regular aerial routes are given below :—

Owner	Route.	Section.	Passenger Fare. Yen	Number of Trips.
Japan Air Transport Co., Ltd.				
	Tokyo-Dairen (2,025 kilometres):			
		Tokyo-Osaka	30	Two trips daily, except Sunday
		Osaka-Fukuoka	35	One trip daily
		Fukuoka-Keijo	40	" " "
		Keijo-Dairen	40	" " "
" "	Osaka-Shanghai (1,450 kilometres):			
		Osaka-Fukuoka	35	" " "
		Fukuoka-Shanghai (Not yet opened)		
Asahi Regular Aviation Society				
	Tokyo-Niigata (480 kilometres)			One trip every other day
Japan Air Transport Research Institute	Osaka-Matsuyama (290 kilometres)		18	One trip daily, except Sunday.

The Fukuoka-Shanghai line of the Japan Air Transport Co. Ltd., which is unopened as yet, is to be opened immediately on the conclusion of an

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arrangement with China. When it is opened, it is believed to make a revolution in transportation between Japan and China.

The *Asahi's* Tokyo-Niigata route does not carry passengers.

Besides mentioned above, there are one or two local regular services.

Since one or two years, the Government has been erecting flying grounds for public uses. At present there are the following grounds :—

Name.	Land or Sea.	Location.
Tokyo Flying Ground (Temporary)	Land	Tachikawa-machi, Tokyo-fu
Osaka „ „	Both	Funa-machi, Minato-ku, Osaka
Fukuoka „ „	Sea	Najima, outside Fukuoka
Urusan „ „	Land	Urusan, Keishonando, Chosen
Keijo „ „	„	Nyoito, Keikido, Chosen

Besides, the Government has set up marks for flying men at eight places between Tokyo, Osaka and Fukuoka, and wireless telegraph stations for them on Hakone and Kameyama, dangerous flying passages.

Let me tell you then a little about the future of civilian aviation in Japan!

As stated above, civilian aviation in Japan has made marked development, thanks to various means taken by the Government, following examples in Europe and America. I believe that it will continue to develop steadily hereafter as in the past, through the cooperative efforts of the Government and the people. It is no easy matter to predict definitely its future, and I will confine myself to a rough statement as deducible from present conditions.

Civilian aviation in this country will make had way in the direction of regular services, excursions, sporting, fish-school researching, etc.

Concerning regular services, the Air Bureau of the Communications Department, which supervises civilian aviation in this country, have in contemplation the formation of a net-work of a trunk lines running through Japanese territories, and other air routes connecting all important points in Japan proper, and more especially its principal cities, but it will take some time before steps are taken for putting the idea into practice.

Japan being an insular country, its flyers seldom meet foreign competition in the interior, and its regular services are confined to internal routes; for its topography necessitates international routes to be exceedingly long. As it is very mountainous, too, the regular service cannot be as advantageous here as in foreign countries.

Regarding excursions, the Japan Air Transport Company, Ltd. has been running aeroplanes for the purpose in Tokyo, Osaka, Fukuoka and Keijo (Korea) since some time last year. Excursion-flying is believed to bid fair to be successful especially in Japan, which abounds in fine scenery; for this

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flying is for having views of what is impossible by the ordinary means of conveyance, as Niagara Falls, lofty mountains, etc.

Sport flying has become a fashion among students. Every university in Tokyo and Osaka has a society for the study of aviation established among its students, and these societies are joined under the Students' Flying Federation. This federation is quite green, but is thought to be of bright promise, as the Air Bureau is willing to give it great aid. The fashion of sport flying in students' circles is leading to a project to form a society for the study of light airplanes. These two societies will, it is believed, jointly bring about great enthusiasm for sport flying and light airplanes in this country.

Concerning fish school research, flying has been done in Shizuoka Prefecture since 1928, with favourable results. It is most useful in this country, which is sea-girt and has fishery as one of the most important industries. In this direction, too, flying will become most prosperous.

Besides, aeroplanes will be extensively used in future in distributing handbills, surveying and agriculture.

There is a proposal made among the people of this country for connecting Japan and America and Japan and France by means of airships, but that cannot be considered as feasible in the near future.

Finally, about facilities on the air-routes, the Government plans setting up illuminators for night-flying and increasing the number of flying grounds, and wireless telegraph stations and meteorological observatories for flyers.

In consideration of all these things, we may believe that civilian aviation in Japan will undergo complete transformation before long.

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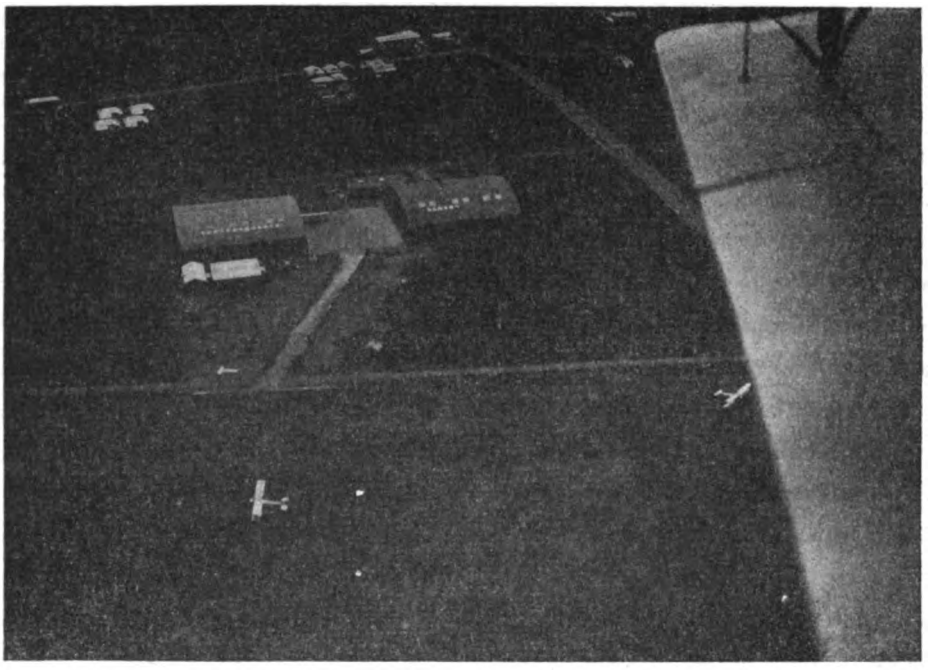

The Tachikawa Flying Ground as viewed from an aeroplane

AIR TRANSPORT IN JAPAN

By M. OHUCHI

JAPAN is an old country with a glorious history of 2500 years. It is also a country of fine arts and a paradise of great natural beauty. Kyoto and Nara, the old capitals; the art and literature in Kamakura and Nikko, symbolizing the prosperity of the Kamakura and Tokugawa periods, many other fine shrine and temple buildings, Mount Fuji, Hakone, Atami, the Inland Sea, Beppu, Unzen and other hot spring or pleasure resorts, are well known. Japan has attained the present wonderful progress and development only in the last few years, and built up the world's Tokyo and the world's Osaka. All other chief cities in the country are proceeding actively for the new era. At this time, the connection of these chief and important cities by aviation,—the cream of modern scientific civilization—has been started by the Japan Air Transport Company, Ltd., which runs a regular aeroplane service between some of these cities.

The company holds a nearly monopolistic position in the business in Japan. In April, 1929 they inaugurated aviation lines of 2,150 kilometres between Tokyo, Osaka, Fukuoka, Seoul (Korea) and Dairen transporting passengers and mails. At present the service is two return trips between Tokyo and Osaka, two return trips

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between Osaka and Fukuoka and one return trip between Fukuoka, Seoul and Dairen. In the summer Tokyo and Seoul, the distance of which is 1,500 kilometres, are connected daily ; and in the winter Osaka and Seoul, the distance of which is 1,100 kilometres ; and Dairen and Fukuoka, the distance of which is 1,200 kilometres, are connected daily.

The flying machines now used by the company are Fokker F-VII 3M and Fokker Super-Universal aeroplanes and Dornier Wal seaplanes, all of which are universally recognized as excellent in capability and as the safest for passenger carrying.

All the pilots and engineers are excellent, passing the qualification examination of the Communications Department, the competent authorities, regarding aviation, after their experience of flying for hundreds to about 1,500 of hours. Moreover, they have been more and more improved in ability through their one and a half years' practical training, and they may rank themselves among the best flying men in the world.

The company is making every effort to secure the safety, pleasure, quickness and exactness of aviation by their machines, which is the true mission of commercial aviation ; and " safety first " is their creed and motto.

To note the business of the company in the past, their flying machines flew abont 15,000 hours and 1,900,000 kilometres from April 1st, 1929 to September 30th, 1930, carrying tens of thousonds of passengers, plenty of goods and mail matter, and have met with no serious accident, which is a thing truly embodying the " safety first " principle, and admired by the general public.

There are eight air-stations of the company's flying machines in the seven places of Tokyo, Osaka, Fukuoka, Urusan, Keijo, Heijo and Dairen, which are complete with wireless telegraph offices, weather observatories, and signal stations. All these land arrangements make aviation all the more safe and reliable.

Returns of the company show that the number of foreign residents in Japan and foreign sightseers travelling on their machines gives a very high percentage, which may be considered as a proof how the company's service is excellent and how these foreigners put confidence in the safety and reliability of the company's flying machines. We may recommend to our readers, who are specially interested in Japan commercially, diplomatically, scientifically, literally and for other purposes, to enjoy from the air the scenery of Japan with the high flavour of Oriental colour to their heart's content, and also to make use of the aerial service of the Japan Air Transport Company, Ltd. for visiting from Japan to Korea, South Manchuria, China and Siberia.

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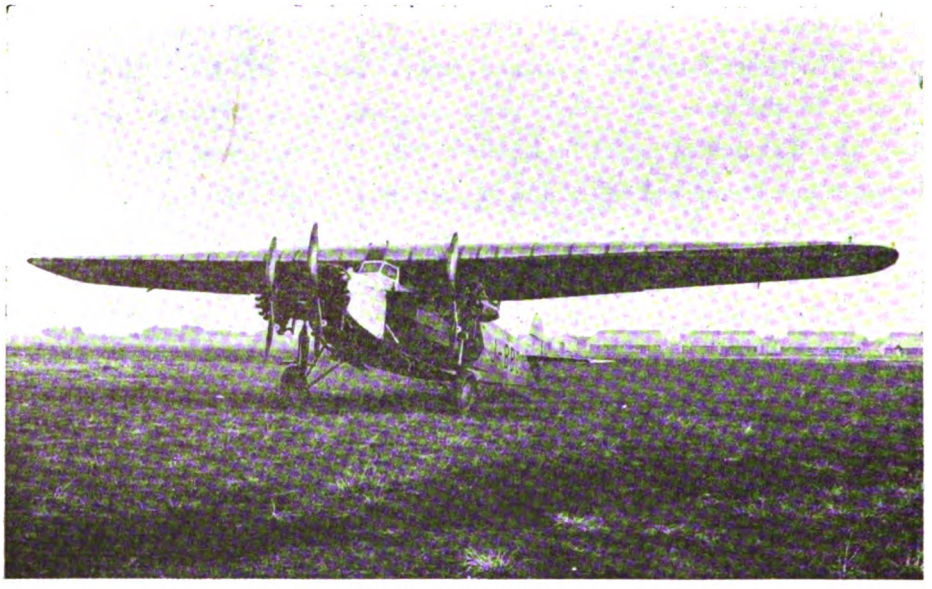

Fokker F-VII b 3 M Monoplane

THE NIPPON KOKU YUSO KABUSHIKI KAISHA

(THE JAPAN AIR TRANSPORT CO., LTD.)

By K. NISHINO, President.

AEROPLANES Used.—The Nippon Koku Yuso Kabushiki Kaisha (the Japan Air Transport Company) was established in October, 1928, or two years ago, as the only aerial transport company in Japan to be granted a subsidy from the Japanese Government for 10 years. We make safety first in transportation our motto in business, and for this purpose, we decided to use aeroplanes of the types, which had given successful results from many years' operations in Europe and America, and to buy the following machines :—

The Fokker Super-Universal (American)
With one engine 420 H.P. Bristol "Jupiter" type VI a.l.

The Fokker F. VII—3m (Dutch)
With three engines 225 H. P. Wright "Whirlwind" (J6)

Results Up to Date.—The company started the transport business in April, 1929, or half a year after their organization. Since then, their lines have been extended and the number of trip increased more and more. From the above mentioned date down to September 30th, 1930, the total distance

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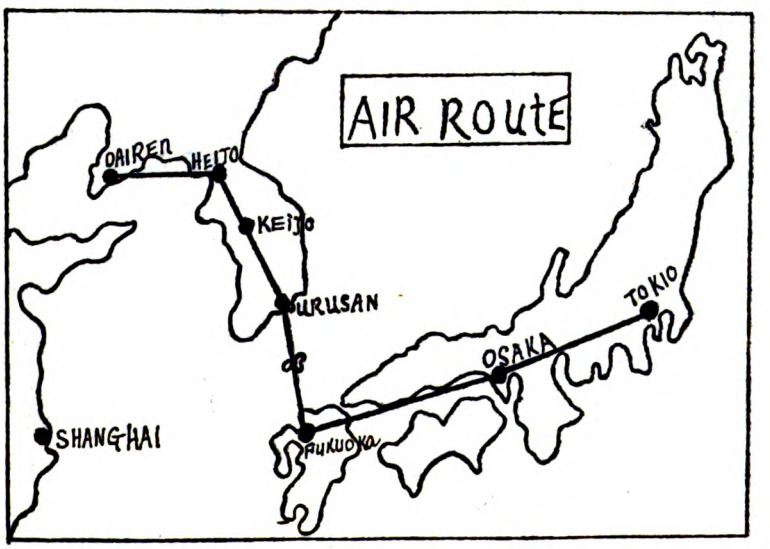
Fokker "Super Universal" Monoplane

covered by the actual trips amounted to 1,996,099 kilometres, being 81.4 per cent. of the programme, and the total number of passengers carried to 14,777, of whom 7,273 were ordinary passengers and 7,504 on pleasure trips. Fortunately, the company has no record of any accident to their passengers.

Japanese Topography and Meteorology.—The regular aeroplane line of this company is between Tokyo and Dairen, which are a distance of 2,075



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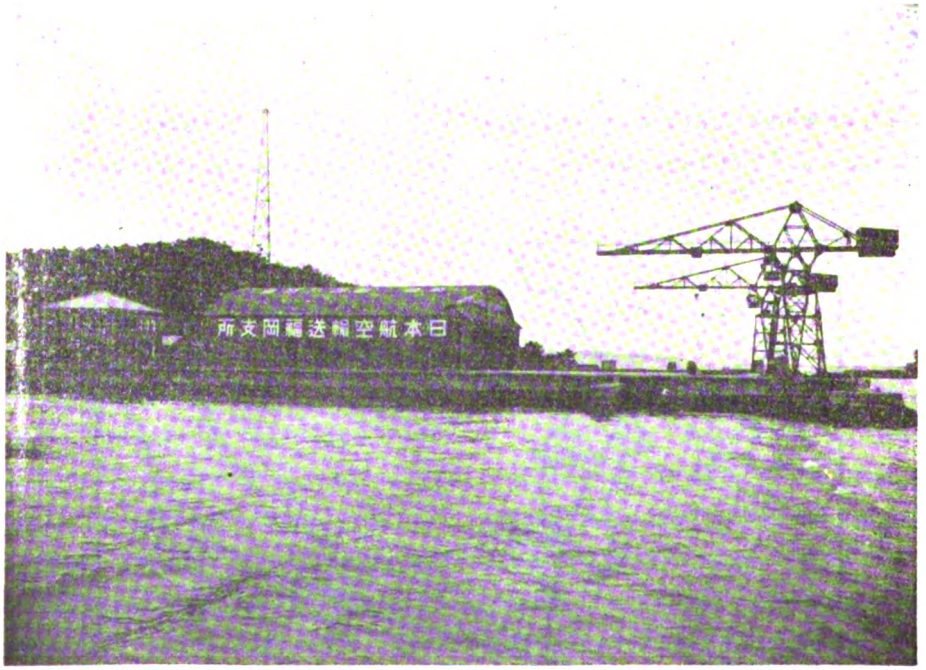
kilometres. There are in Japan many mountains of not less than 1,000 metres, and as it lies on a boundary between the Asiatic Continent and the Pacific and between the frigid and torrid zones, it is frequently visited by depressions and has many rainy days. In a word, Japan is not so well suited for aviation. But at the same time it may be observed that the Japanese train aviators mentally and technically. I am inclined to believe that the Japanese can in future occupy a superior position in the world as aviators. There are 286 pressures approaching Japan a year on an average, and the average yearly rainfalls and rainy days in it are 1,572.9 millimetres and 147.9 days respectively.

Life Insurance of Aviators.—This company has the life of their aviators, or pilots, assistant-pilots, fliers, engineers and communicants, insured by a leading insurance company on the 10 years' endowment plan, paying the premiums for them.

The insurance company was willing to issue policies to these men at the same rates as to ordinary applicants. This I also believe to be an instance how this company's business is safe and how this company is trusted.



The Nashima sea flying place in Fukuoka

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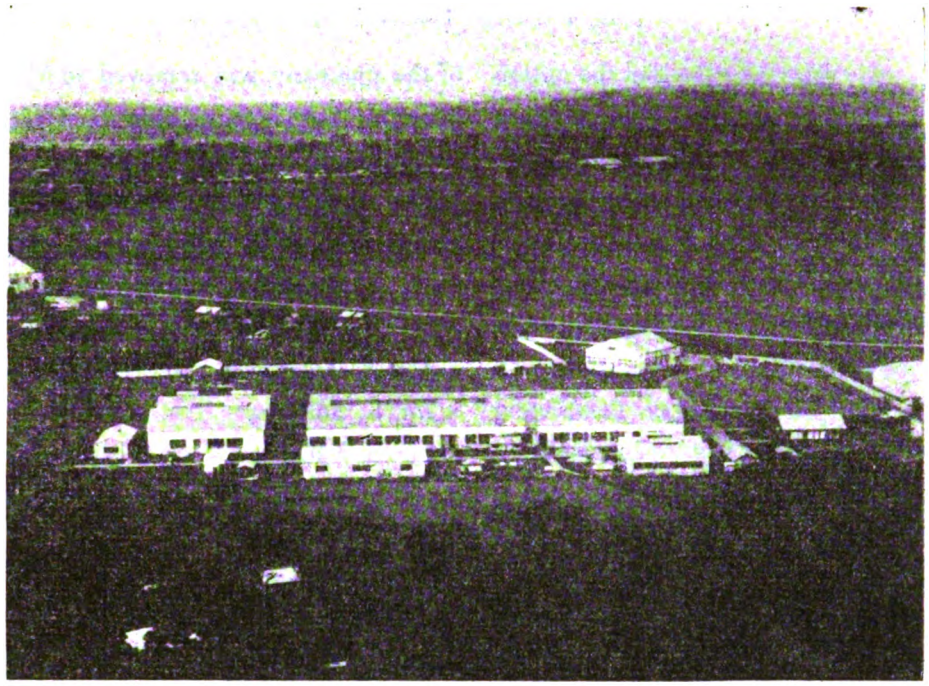

Tachikawa Plant, Ishikawajima Aircraft Co.

THE ISHIKAWAJIMA AIRCRAFT COMPANY, LTD

THE Ishikawajima Aircraft Company, Ltd. was founded in 1924 in expectation of flying machines coming to occupy in the near future an important position as means of conveyance, communication and national defence and with the purpose of contributing something towards the development of the aircraft industry. In 1925, the company set about research and work, engaging experienced engineers and workmen from the Army, Naval and private works and erecting works at Tsukishima, Tokyo. In 1926 a reform was introduced in their organization to complete their equipment, engaging as Technica Advisor Dr. Lachmann, Chief Engineer of Albatros-Fluggengwerke G. m. b. H. and re-arranging the men. A lot of ground, 20,000 *tsubo*, was procured in the close neighbourhood of the Military Flying Ground in Tachikawa-Machi, on which works were to be erected. At the same time military and civilian aeroplanes were designed and manufactured. In August 1928 the company was authorized by the Imperial Army as manufacturers of military aeroplanes, in appreciation of much progress and improvement made in their art. With this expansion of busi-

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ness, the company acquired the option of manufacturing and selling in Japan of slotted wings of the Handley Page Co., England, and the right of manufacturing and selling Cirrus motors and N. K. F. radiators. The company thus displayed really appreciable activities in the aerial world.

In 1930 the company completely carried out their first programme of equipment of the Tachikawa Works, with which the main force of their engineering department was transferred to this place. Since then, constant efforts have been made for extending equipment and improving products, with the result that their products are now generally admired as excellent.

In September, 1930 the head office of the company was removed to Marunouchi, Tokyo to provide for future development.

The company has a capital of 2,000,000 yen and gives employment to 500 men. The officials are as follows :—

Mr. T. Shibusawa	President
Mr. T. Arikawa	Director
Mr. K. Shibuya	,,
Mr. S. Kamada	,,
Mr. M. Shibusawa	,,
Mr. U. Yamada	,,
Mr. E. Tanaka	Auditor
Mr. K. Katsu	,,
Mr. T. Nakamura	,,
Mr. K. Goto	,,
Mr. H. Okawa	Advisor
Mr. J. Kadono	,,

The head office of the company is at

An Ishikawajima R-3 Training Plane with Handley Page Slatted Wings

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1 of No. 6, Marunouchi Itchome, Kojimachi-ku, Tokyo, their Tokyo Works at No. 7. Tsukishima Kuchome, Kyobashi-ku, Tokyo, and their Tachikawa Works at No. 3,628, Tachikawa-machi, Tokyo-fu.

The company's business consists in designing, making and selling aeroplane *chassis*, aviation motors and accessories. They make reconnaissance machines, training machines, sporting machines, transporting machines, battle-planes (in course of design), small aviation motors 80, 90 and 110 H. P., radiators and Ishikawajima-Handley Page type slotted wings.

THE KAWANISHI AIRCRAFT COMPANY, LTD.

IN 1916 the Japan Aeroplane Works were established, considering that aeroplanes would surely come to be required as absolutely necessary for the civilization and national defence of this country. This was the predecessor of the Kawanishi Aeroplane Company, Ltd. The company made a basic study of aeroplane making, but was dissolved afterwards for some reason or other. Then in February, 1920, the present Kawanishi Machine Works were set up, and they started the making of aeroplanes. At the same time, it was projected by the company to carry on an air transport business by using their own products; but later, the idea was changed so that the projected work was made over to the Japan Aviation Company, Ltd., their sister company. Their aeroplanes have given records of successful working in practical use.

In 1928 the firm was transformed into the present Kawanishi Aeroplane Company, Ltd. with a capital of 5,000,000 yen, in order to meet increased business. Recently, they erected big works at Naruo on the Hanshin Railway, and the new works were put in operation in December, 1930 as the biggest private aeroplane works in Japan.

Their Board of Directors is as follows:—

Mr. R. Kawanishi	Prs. & Mag. Dir.
Mr. S. Kawanishi	Director
Mr. S. Kurose.	„
Mr. S. Takao	„
Mr. S. Shimizu	„
Mr. S. Bando	„
Mr. J. Inouye	Auditor
Mr. K. Nishioka	„

The Advisor is Mr. T. Yoshida and the Chief of the Engineering Department Mr. R. Arisaka.

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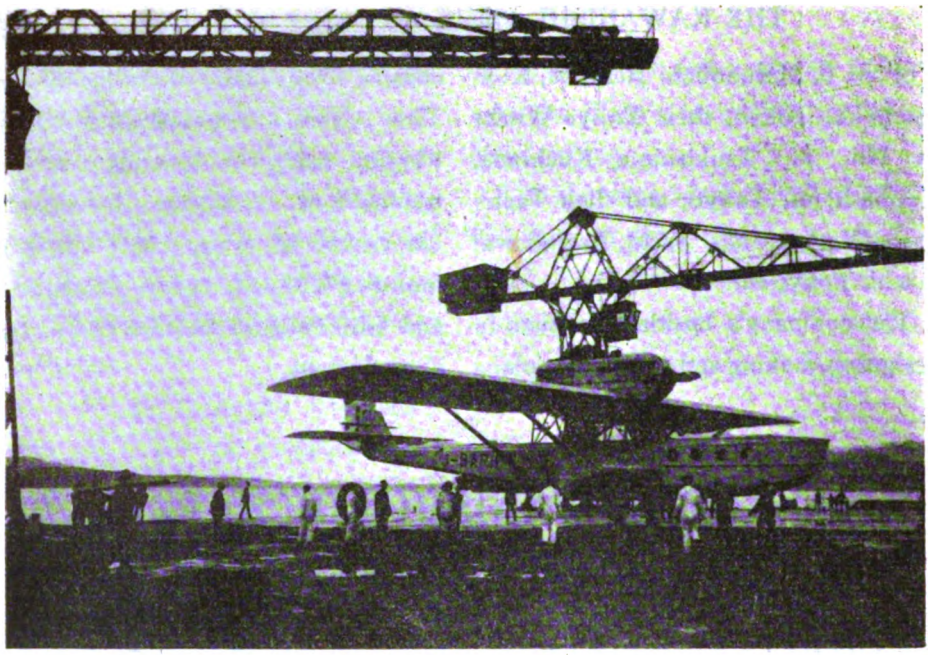

Kawasaki Dornier Wal Flying-Boat

AVIATION WORKS OF THE KAWASAKI DOCKYARD COMPANY, LTD.

THE head office of the Aviation Works of the Kawasaki Dockyard Company, Ltd. is at Higashi-Kawasaki-machi, Kobe, and they have their main works at Otake, Higashi-Shiriike-mura, Kobe and their branch works at Naka, Kagamigahara, Gifuken. They have another branch works to be erected at Tachikawa, Tokyo. They make principally military aeroplanes and seaplanes, cymmercial aeroplanes and seaplanes, flying machine motors and other parts and accessories of flying machines.

The works were first put into operation in August, 1918, when they commenced making Salmson type aeroplanes and motors, obtaining the right to make and sell them from France. Later, this type of aeroplanes and motors was adopted by the Imperial Army, and the works manufactured it mainly to 1927. In July, 1921 the present Kagamigahara Works were erected to provide for their future development. In August, 1922 they were re-named the Aviation Department of the Kawasaki Dockyard Company, Ltd.

In 1924 the works planned the designing and making of all metal night bombers, and in January, 1926 they completed No. 1 machine of them. It was the first time that an all-metal

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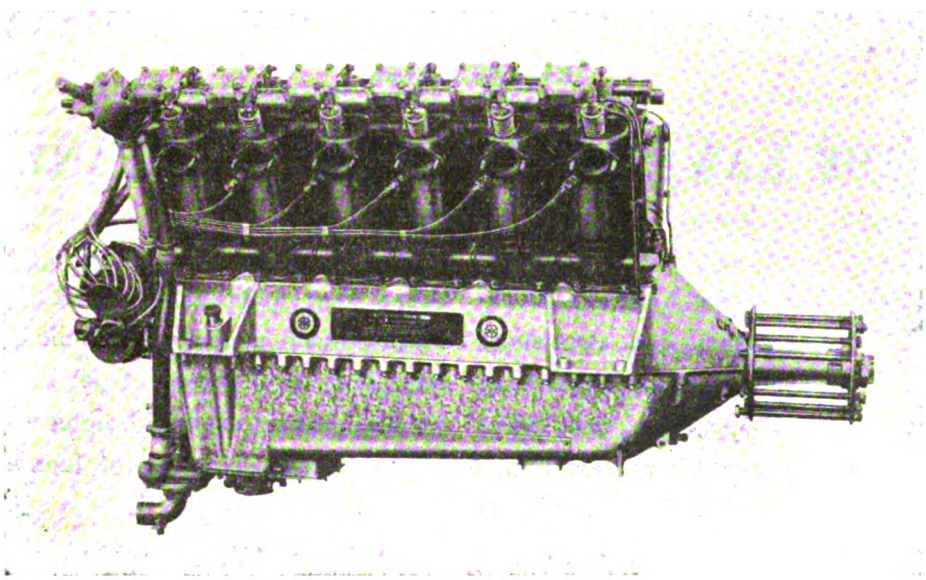
aeroplane was made in Japan. This machine was adopted by the Imperial Army in 1927 as military night bomber type 87, and the works were ordered to continue making it. In 1926, they designed and made a reconnaisance plane in competition with three other works, and their machine was adopted by the Imperial Army in 1928 as a military reconaissance machine type 88, and the works were ordered by it to make it continually.

In 1929 the works, received an order from the Aviation Bureau of the Department of Communications to make an all-metal big commercial flying boat. This machine was put to a trial run between Fukuoka and Shanghai by the Japan Air Transport Company, Ltd. in March, 1930, and the results were so successful that two more machines were made to the order of the company afterwards.

The works also made several all metal passenger planes and flying boats since 1927 for the Asahi and the Kaibo-Gikai.

Regarding flying machine motors, the works started the making of those of strong horse-power in 1925 for use on night bombers and reconnaisance planes, and in 1927 they were adopted by the Imperial Army as aero engines BMW. They have been well reputed among users.

In August, 1928 the works again changed their name to the present Aviation works as an independent works constituting the Kawasaki Dockyard Company, Ltd. with the Shipbuilding and Engineering Works and the Plate and Sheet Mills.



Kawasaki BMW 6 type aviation motor

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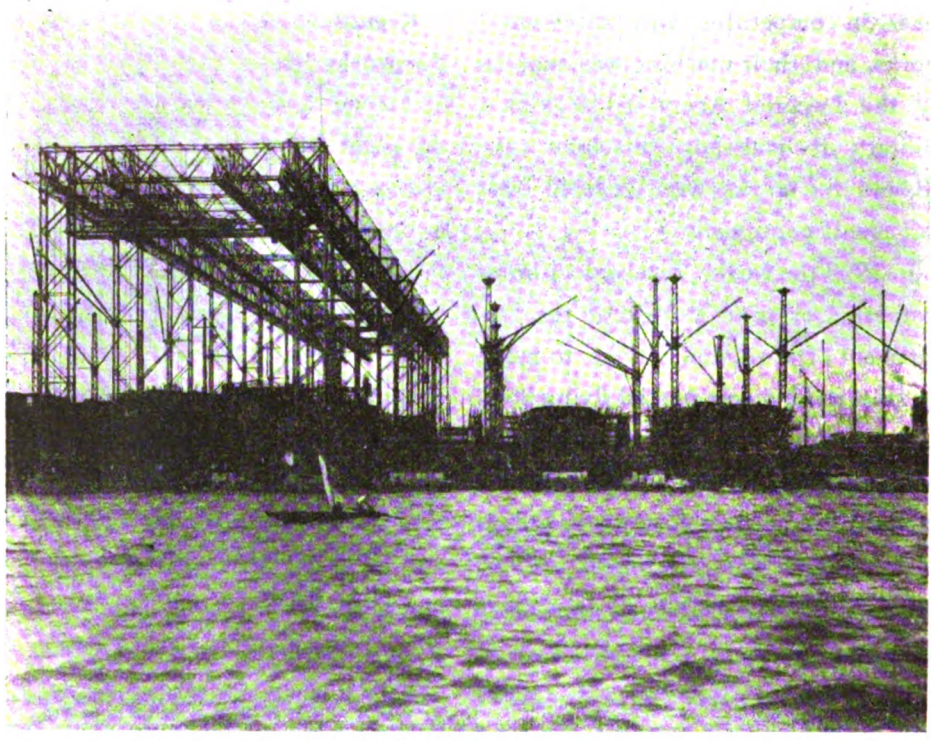
Director Takezaki supervises the general affairs of the works as their head. They are divided into the five sections, and give employment to 145 clerks and 790 workmen. They hold a prominent position among the flying machine works in Japan, owning 380 up-to-date machines and with excellent technical art and products.



Kawasaki Dockyards

THE KAWASAKI DOCKYARD COMPANY LIMITED

THE plant of the Kawasaki Dockyard Company, Ltd. consists of the Shipbuilding and Engineering Works, the Fukiai Plate and Sheet Mills, the Aviation Works, the Kawasaki Locomotive and Car Co., Ltd. and the Kawasaki Steamship Co., Ltd. This is one of the largest in the world and a very important national asset bearing much upon the economic progress and development of Japan. It has been greatly expanded along with the remarkable evolution of Japan in the past few decades.

In 1870, a private shipyard was set up at Kawasaki-hama in Hiogo Prefecture.

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It was at first called the Kashu Iron Works, and later its name was changed to Hyogo Dockyard. Subsequently, this yard was transferred to the Government, and then in 1886 the whole concern was handed down to the late Mr. Shozo Kawasaki, under whose able direction it underwent expansion. In 1906 the business was transformed into a joint stock company with Mr. Kojiro Matsukata as President, and with a capital of 2,000,000 yen. The capital has been augmented often since then, and now amounts to 90,000,000 yen, of which 74,250,000 yen has been paid up.

The Shipbuilding and Engineering Works owned by this company cover an area of over 23 acres, on which ground stand 184 buildings, giving employment to about 7,000 men. They operate every kind of work associated with shipbuilding, metal working and general engineering, their machinery equipment being said to be unsurpassed in power and precision by any other plant of the kind in the Far East.

The Shipbuilding Yards do a wide scope of business, and the craft turned out by them comprise many battle-cruisers, battle-ships, cruisers, destroyers, torpedo-boats, gun-boats, submarines, tankers and special service boats for the Japanese Government and foreign Governments. Besides, they have built many high class mercantile steamers and motor-ships. During the World War, the company built many steamers for British owners and the American Government, and two destroyers for the French Government.

The Shipbuilding and Engineering Works are divided into several departments and plants, each of which is complete with men and machinery. As the chief motive power, electricity is employed, and additionally, steam, compressed air and hydraulic power are used. There are two floating cranes, each with a lifting capacity of 200 tons.

The Main Dockyard has six shipbuilding berths with stocks capable of accommodating keels of 40,000 ton vessels. In addition, there are several temporary building stocks. A gigantic gantry crane erected over No. 4 building stock can be seen from afar.

During the World War enormous demands were made upon the company, and these were ably and promptly met co-operatively by all their departments, of which the Kawasaki Locomotive and Car Co., Ltd. has a great versality of output and service, making the construction and repairs of railway locomotives, carriages, and other rolling stock, electric tramcars, mining machines, steel bridge, gas tanks, etc.

In 1918 the Fukiai Plate and Sheet Mills were establishment and added

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to the company's already extensive premises, for the purpose of producing steel plates and sheets of every description.

Mr. Kojiro Matsukata, the ex-President of the company and son of the late Prince Masayoshi Matsukata, presided over their general affairs from the time the company was transformed into the present joint-stock system in 1896 to his resignation in May, 1928. The company owes their developments and success in every branch of business solely to his able direction and his valuable exertions for their sake for the long period of thirty-three years. He was succeeded by the present President Mr. Fusajiro Kashima, who was the Mayor of Kobe for three successive terms, and is the President of the Kobe Chamber of Commerce and Industry.

Let us now notice briefly each branch of business of the company:

The Shipbuilding and Engineering Works.—War-craft of all descriptions ranging from second-class torpedo-boats, destroyers and submarines to cruisers and submarines of heavy tonnage, battle-cruisers and battleships of about 40,000 tons displacement have been built by the works to the order of the Imperial Japanese Nayy, the total number amounting to more than sixty vessels with an aggregate total displacement of about 240,000 tons. It is only thirty years since war-craft came to be built by the works, and during this comparatively short period, they made the present great advancement.

The works have built for foreign Governments destroyers, torpedo-boats, special service ships and mercantile vessels to the number of fifty, aggregating about 165,500 tons. The total number of merchantmen of more than 100 gross tons constructed, or in course of construction, by the works amounts to 210 vessels with an aggregate of about 750,000 tons.

The Fukiai Plate and Sheet Mills.—These works are situated at Fukiai, Kobe. They were founded in 1918 for the purpose of rolling and supplying the company's own requirements of steel plates for shipbuilding, and boiler, lecomotive frame and other making. Later, the sheet mill was added to the plate mill, and it commenced operations in 1924. After several extensions, the mills have now a capacity of 200,000 tons a year. A flat-bar mill was added newly and started work in 1929, producing flat-bars of the highest quality to the yearly amount of 200,000 tons.

The Kawasaki Locomotive and Car Company, Ltd. and the Kawasaki Steamship Company, Ltd.—These two subsidiary companies have their head offices in Kobe. The Kawasaki Locomotive and Car Company, Ltd. was founded in 1906, and is widely known as the builder of steam and electric locomotives of every description, rail-

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way carriages, wagons, semi-steel and all-steel cars for both the Government Railways and private companies in Japan and abroad, girders, heavy castings, steel forgings and also all-metal bodies for motor cars and motor trucks, etc.

The Kawasaki steamship Company, Ltd. was organized in 1919, and operates forty-eight steamers and motor-ships with a total tonnage of 330,483 tons on the Pacific and other routes. A number of motor-ships have been specially equipped for carrying silk cargo and other valuable goods.

The Board of Directors of the Kawasaki Dockyard Company, Ltd. is as follows:—

Mr. F. Kashima	President
Mr. K. Ishii	Managing Director
Mr. M. Yamamoto	„ „
Mr. K. Nagatome	„ „
Mr. T. Saka	Director
Bason T. Kawasaki	„
Mr. K. Mera	„
Mr. H. Yoshioka	„
Mr. J. Watanabe	„
Mr. N. Odagiri	„
Mr. T. Takezaki	„
Baron M. Iwakura	Auditor
Mr. I. Tanimura	„
Mr. E. Ogawa	„

The Chief of the Personnel Department is Mr. J. Fujimoto.

THE KAWASAKI LOCOMOTIVE AND CAR COMPANY, LTD.

THE business of the Kawasaki Locomotive and Car Company, Ltd. was founded in 1906, when a works was erected at Higashi-Shiriike-mura, in Hiogo Prefecture as the Hiogo Branch Works of the Kawasaki Dockyards. In September, 1907 the Locomotive, Passenger and Freight Car and Bridge Girders Works were completed, on which ship's articles, cars and railway supplies came to be made. In 1909 the first order was received for locomotives. This order was received from the Railway Board (the present Railway Department) and for 12 4.4.0 type locomotives. These locomotives were found so excellent in make as to surpass in different points the foreign products. Consequently, orders were given by the Railway Dept. of the Formosan Government and the Civil Engineering Section of the Home Department, besides the Railway Department. In the meantime, the works were more and more improved in art and equipment, and extended in capacity.

Later, with the progress of the times, orders were got in rapid succession from Japanese Government offices and companies. Moreover, an order was re-

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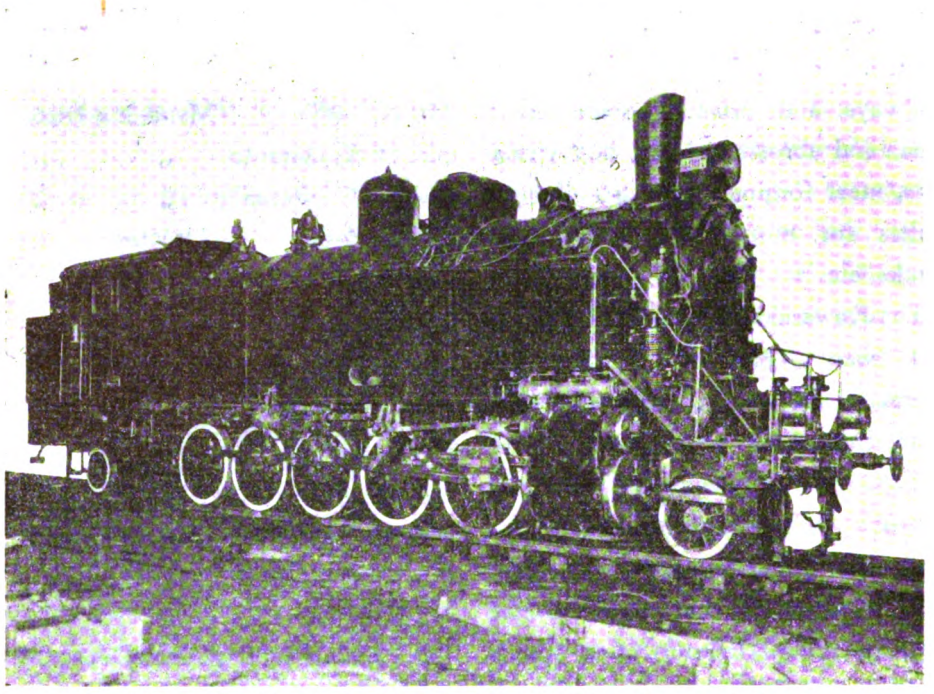

127 ton Santa Fè type Tank-Locomotive for Chinese Eastern Railway

ceived for 2.8.0 type broad gauge locomotives from the shantung Railway, China, in 1922, and afterwards, from the South Manchuria Railway, the Korean Railway Bureau and other Chinese railways for broad gauge locomotives.

Soon the works began studying the making of electric locomotives in consideration of a tendency to railway electrification, with their ample knowledge procured from many years' experience of steam locomotive making. In 1924 an order for three 5 metric ton electric locomotives was received from the Fuji Electric Tramway Co., and their making and running were very successful.

In 1925 orders were secured for big and middle-sized electric locomotive of 73, 41 or 26 metric tons from the South Manchuria Railway, the Japan Electric Power Co. and the Iga Railway; and the products all proved satisfactory.

Since then, the works have made electric locomotives for the Musahino Railway, the Fuji-Minobu Railway, the Ise Railway, the Odawara Rapid Transit Railway, the Uyeda Hot Spring Railway and the Yoshino Railway and also big express electric locomotives for the Railway Department.

In May, 1928 the works separated from the Kawasaki Dockyard Company, Ltd. and became an independent company, calling themselves the Kawasaki Locomotive and Car Company,

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Ltd. The works' ground covers an area of 57,000 *tsubo* and their buildings that of 20,000 *tsubo*.

Since 1909 the works have made over 1,300 steam and electric locomotives, by which and by the making of a large amount of railway passenger and freight cars, electric cars and bridge girders, the works have contributed much towards the development of railway engineering in Japan.

The company has their head office and works at Wadayama-dori Itchome, Kobe, and their branch office at Marunouchi, Tokyo.

The President is Mr. F. Kashima and the Managing Director Mr. B. Shimoda.

THE TOKYO GAS-ELECTRIC ENGINEERING CO., LTD.

THE Tokyo Gas-Electric Engineering Company, Ltd.has its head office at Omori outside Tokyo.

It was founded in 1910, and is presided over by Mr. Goro Matsukata. The business has been greatly enlarged. During the World War they made some munitions for the Allies.

At present the company manufactures important arms, automobiles, inner-combustion engines, aeroplane and ship motors, structural machines, pumping machines, meters, engines, carriages, etc., which they sell to the Army, the Navy, the Government Railways and the Communications Dept. as approved makers. They also manufacture automobiles, military truckers, foists, gasoline engines, storage cars, railway air brakes, gun powder, etc.

They have their Sales Office at Torona-mon, Shiba-ku, Tokyo, in which are T.G.E. truckers, motor fire-engines, and accessories on exhibit for sale.

Their Omori works cover an area of about 30,000 *tsubo* and are equipped with 1,600 machines.

THE NAKAJIMA AIRCRAFT WORKS

The Nakajima Aircraft Works were founded by Mr. Chikuhei Nakajima in December, 1917. They have their factories at Ohtamachi, Gumma-ken and at Ogikubo, Tokyo-fu, and their Tokyo office at Yuraku Building, Marunouchi, Tokyo. They manufacture aeroplanes and aero-engines for the Imperial Japanese Army and Navy, and their products are known as Nakajima fighters, Nakajima reconnaisance planes, Nakajima bombers, Nakajima training machines, Nakajima commercial aeroplanes, Nakajima-Jupiter engines, air-cooling, and Nakajima-Whirlwind engines, air-cooling. They command a capital of 8,000,000 yen. Their President is Mr. Chikuhei Nakajima and their Vice-Presidents Mr. Kiyoichi Nakajima and Mr. Kimihei Nakajima. Mr. Chikuhei Nakajima, who founded the works, is the pioneer of aeronautics n Japan.

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CURRENT JAPANESE THOUGHT

By THE EDITOR

Public Benefactors

Japan has an increasing number of public-spirited citizens who show love of their country by munificent gifts for national welfare. Recently Marquis Yoshichika Tokugawa, a descendant of the famous shogunate family, which gave Japan great political leaders for three hundred years, presented his Osone villa, near Nagoya, to that city; and later he gave his immense estate at Aichi, known as Komakiyama, to the local town. The Marquis is taking this opportunity to pass on to posterity much of the wealth inherited from his forefathers and thus confer benefits on the nation. Another distinguished citizen of Japan who is using his wealth for national purposes is Mr. Kintaro Hattori, known as the "clock king" of Japan. His factory, the *Seikosha*, is the largest clock and watch factory in the Orient, turning out the best time-pieces to be had in Japan. Starting from very small beginnings many years ago, the Hattori firm has made remarkable progress. Wiped out by the great earthquake of seven years ago, with a loss of more than seven million yen, the Hattori factory was soon rebuilt and going ahead as usual, supplying the Far East with clocks and watches. It has never been more prosperous than it is to-day. In recongnition of what his countrymen have done to further his prosperity, the head of the Hattori firm has made a gift of three million yen to the Prefecture to found an institute for the encouragement of inventions of all kinds. The fund will give prizes for inventions, encourage research in this direction, assist the education of inventive minds and defray the publication of books and periodicals for the promotion of inventions. Now at the age of 71, Mr. Hattori is still hale and hearty, with a keen interest in all that is for the advancement of civilization.

Soichiro Asano

In the death of Mr. Soichiro Asano Japan has lost one of her greatest industrial magnates as well as one of her most distinguished citizens. Mr. Asano started life humbly, like so many of Japan's greatest men; and through patient intelligence and toil worked his way up to a position representing eminent success. He was the founder of the Asano Cement Company, the Asano Steel Works, the Ishikari Coal Company and one of the big shipping companies, as well as

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being largely interested in various important industrial undertakings. There was in fact hardly any aspect of national progress that he was not interested in, either financially or in an advisory capacity. It is but a short time ago that Mr. Asano returned from an extensive trip abroad, when he gave to the public very instructive impressions of his experiences in Europe and the United States. That he included among his most devoted friends such men as Viscount Shibusawa and Baron Sakatani indicates his standing in his own country. It is to such men that Japan owes so much of her prosperity, and her standing among the nations of the modern world.

Neglect of Learning

A country which is indifferent to the necessity of learning, says the Tokyo *Nichi-Nichi* is doomed to insignificance. If we know what a nation is doing for the promotion of education and scholarship it is easy to predict its future. The *Nichi-Nichi* is afraid that Japan does not yet rise to a proper appreciation or conception of scholarship. This is seen in the proposal to include education among the departments in which economic retrenchment is to be practised. The government officials forget, or fail to see, that it is want of efficient education which is largely responsible for the need of retrenchment and the present industrial and financial depression. Look at Germany. After the great war that country was financially and industrially worse off than Japan is now, and yet Germany is to-day one of the most prosperous and progressive countries in Europe. This is due mainly to the emphasis laid on efficient education and scholarship. The laboratory is the secret of German success. Japan, too, should concentrate on the establishment of laboratories, and the study of how to develop her natural resources, and the proper direction, especially the rationalization, of industry. But the appropriation of a paltry sum of 430,000 yen for the scientifice education of the nation this year does not indicate that the authorities have begun to realize the importance of scholarship in determining the destiny of the empire. It may be worth while remarking that the advice of the *Nichi-Nichi* is slighly onesided; for science alone cannot ensure prosperity: it is the eharacter that directs scientific equipment which makes a nation great and prosperous. Japanese education does not lay sufficient stress on the humanities; and consequently ideals of art and culture, instead of soaring to higher conceptions of life and conduct, with development of creative literature, just keep on the old dead level of antiquated morality and pessimistic outlook. This attitude is contrary to the ideals of the *Kimigayo*.

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A Slump in Insurance

Owing to the persistent industrial and economic depression of the past year there has been a natural decline in the insurance business, which has been rendered more acute by sharp declines in the price of securities held by the various companies. There has been a steady decrease of insurance contracts for the current year. The five largest companies, the Nippon, Chiyoda, Meiji, First Mutual and the Teikoku, appear to be suffering no less than twenty-five or more other minor companies. An interesting feature of the insurance business in this country is the success of the Japanese companies as against their foreign competitors. Twenty years ago the total policies placed in Life Insurance by the Japanese companies was 125,168,000 yen, compared with the 12,790,000 yen placed by the foreign companies. Now the Japanese companies have soared to over 1,212,-720,000 yen in Life policies, as against 39,899,000 yen placed by the foreign. In Marine insurance, the figure for the Japanese companies twenty years ago was 1,226,853,000 yen, as against 128, 452,000 yen for their foreign competitors; whereas to-day the Japanese companies have risen to 7,134,422,-000 yen, and the foreign companies to only 322,860,000 yen. As to Fire Insurance, the Japanese companies had policies to the value of 1,865,641,000 yen two decades ago, and the foreign companies 276,205,000 yen; while now the native companies have increased to 20,265,931,000 yen, and the foreign companies to only 1,714,210,000 yen. In some years the increase of the native companies, in Fire policies, was as much as 41.5 per cent above their foreign competitors, whereas in Life and Marine insurance the largest increase of the native companies in any one year was not more than 12 per cent over the foreign concerns.

Europe Buys Japanese Copper

An interesting aspect of trade recently has been the remarkable increase of demand for Japanese copper in Europe, especially in England, Italy and Germany. The trade has now assumed such a character that nearly every boat leaving Japan for Europe has in its holds from 100 to 150 tons of the red metal, mostly in large-gauge wire and wire rods. This acceleration in the demand for copper is due in some measure to price reduction in Japan where holders of large stocks are anxious to reduce them. During the first nine months of the present year Yokohama alone exported nearly 17,000,000 lbs of copper valued at nearly 3,000,000 yen, a threefold expansion in volume and value compared with the same period of last year. The consequence is that surplus stocks of the metal are now down to the normal

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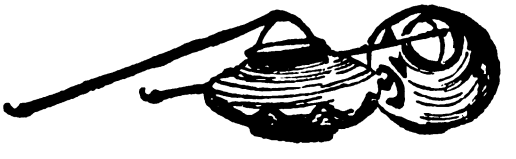
level of between 3,000 and 4,000 tons, compared with the 10,000 tons on hand some months ago. Japan is well known to be one of the largest copper-producing countries in the world, the annual output being in the neighbourhood of 65,000 tons, of which the greater part is consumed at home where the rapid development of electric power has created an enormous demand for the metal.

Motors in Japan

The number of motor cars in Japan has witnessed a phenomenal increase in the past ten years. In 1920 the number for the whole empire was comparatively insignificant. By 1923 it increased to nearly 15,000, and during the next twelve months this number had more than doubled, reaching over 36,000 in 1926. Then there was an average increase of over 10,000 cars a year until 1929 when the total stood at 81,329, the larger proportion in use being in Tokyo, Osaka and Kyoto. The present number operating in Tokyo alone is well over 19,000. Most of the cars are imported, chiefly from the United States, but much of the assembling is done in Japan where the General Motors and the Ford have big plants. The Japanese companies find competition difficult as against the foreign companies. Consequently the manufactuture of passenger cars does not pay, but there is considerable development of truck and bus manufacture under Government protection. The principle truck-making companies are the Ishikwawajima Motor Car Company in Tokyo, with a capacity of 400 trucks a year; the Tokyo Gas Industry Company with a capacy for 300 cars annually; and the Date Automobile Company of Osaka with a capacy of 200, but these three companies do not turn out so far more than 350 trucks per annum. Of imported cars about four times as many come from America as from England which is the next largest supplier, Germany, France and Italy coming next.



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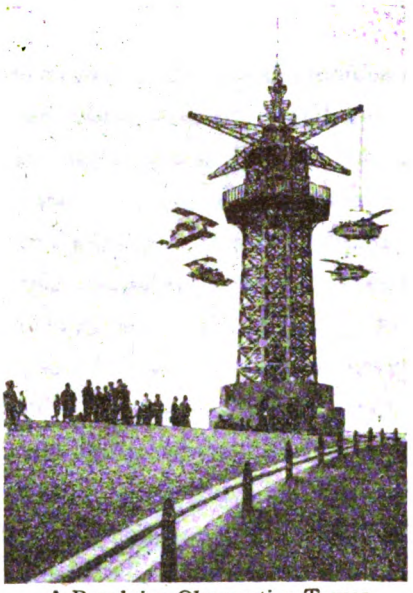
The Osaka Denki Kido Kabushiki Kaisha

(THE OSAKA ELECTRIC TRAMWAY CO., LTD.)



A Revolving Observation Tower on the Summit of Mt. Ikoma.

A Big Recreation Ground on

Mount Ikoma

Mount Ikoma lies between Osaka Prefecture and Nara Prefecture. It stands 642 metres above the sea-level. It can be ascended by a cableway run from Ikoma Station on the Osaka Electric Tramway to the top. The view on the summit is unequally fine, affording a panorama of eleven provinces.

毎月一回發行＝定價壹部金七十錢　壹ヶ年（内地七圓五十錢　外國四弗）

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